

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 150.—Vol. VII.]

LONDON: SATURDAY, JULY 7, 1838.

[PRICE {WITH A SUPPLEMENT} 6D.]

SHARES IN VALUABLE BRITISH MINES—PERIODICAL SALE.

MR. C. WARTON begs to announce, that the **NEXT PERIODICAL SALE**, of the above description of property, will take place at the Mart, opposite the Bank of England, on Thursday the 10th July next, at Twelve o'clock, and will include **SHARES IN SEVERAL FLOURISHING MINES**, of the first class for investment, and others which are rapidly approaching maturity, and yielding at present good dividends—also Thirty Shares in the very promising Tin Mine called "Carigan," near St. Austell, now coming into profit, and from which ore of fine quality is now raising, and Ten Shares in the same Mine sold by order of the executors of a gentleman deceased. Particulars are preparing, and may be had, six days prior to the sale, at the Auction Mart, and of Mr. C. Warton, Auctioneer and Agent for every description of Mining Property, No. 28, Threadneedle-street.

POSTPONEMENT OF SALE.

MR. KIRKMAN begs respectfully to inform his friends and the public, that the **SALE**, announced for Wednesday, the 27th instant, is **POSTPONED**, in consequence of the preparations making for the Festivities of the Coronation. Due notice of the day upon which it is to be held will be given, and printed particulars may be had seven days previous to sale, at the office of Mr. Kirkman, Mine and Mineral Estate Agent, 12, Pancras-lane, London, or of his Agents in all the principal towns in England.

VALUABLE MINING PROPERTY.

MR. KIRKMAN is instructed to offer to **PUBLIC COMPETITION**, at his next Periodical Sale of Mineral Properties, unless previously disposed of by private contract, a variety of **SHARES** in some of the most important and promising **MINES** in CORNWALL, including

TRESAVAN,

which has yielded and divided a profit amongst the fortunate proprietors exceeding Three Hundred and Fifty Thousand Pounds.

NORTH ROSKEAR,

which is well founded in all necessary and useful machinery and materials, worth by estimate from £12,000 to £14,000, and is now giving dividends every two months.

MARAZION,

which is now in full operation, and from which regular and large dividends may be expected in the course of the present summer.

EAST POOL,

which is now making large returns, and promises in a short time to be one of the most productive and profitable mines now working.

Also in HALL BEAGLE, Trevarra, Trevaun, Follon, Perran Consoles, South Towan, South Polcroft, British Silver Lead, Harmony and Moonrags, Trevarra, Trevarra, West Wheel Jewel, Treleah Consoles, Cornwall United Mining Association, Providence Mine (St. Ives), Wheel Providence, Gwiarac, and many others. Printed particulars may be had seven days previous to sale (of which due notice will be given), on application to Mr. Kirkman, Mine and Mineral Estate Agent, 12, Pancras-lane, London; or of his Agents, in all the principal towns in England. Shares in the above, and many other mines, at all times for Sale by Private Contract.—12, Pancras-lane, June 11.

VALUABLE COAL PROPERTY.

MR. LEIFCHILD has received instructions to offer for **SALE**, by Private Contract, an extremely valuable **COAL PROPERTY**, in South Wales, affording a most advantageous situation for **Copper Works**, and the **Anthracite** Coal being in the immediate neighbourhood, combining a highly important advantage for the erection of furnaces for iron. The mineral is worked at a water level within the distance of a mile from the shipping place of an extensive navigable river, and communicating by easy and cheap conveyance with another first-rate port in the principality. The Coal, which is bituminous, is universally approved of; and the property, which possesses many sources of certain profit, presents a rare and eligible opportunity to capitalists and others wishing to embark in manufactures requiring the use of coals. A full description particular, with plan of the estate, may be seen by principals applying at Mr. Leifchild's office, 40, Lothbury, London.

PEMBROKESHIRE—SOUTH WALES.

VERY VALUABLE FREEHOLD (AND PART LONG LEASEHOLD) ESTATES.

MESSEURS. MURRAY, TATTERSALL AND MURRAY will

SELL BY AUCTION, at the Coburg Hotel, in the town of Tenby, on Friday, the 18th day of July next, at Two o'clock, p.m.

The **FREEHOLD CROFT AND PARADE**, situate in the fashionable sea-bathing town of Tenby, containing 3 a. 1 r. 6 p., with the ground rents thereon, part let on lease to Mr. R. Jones (being four lots of ground on which four houses have been built), for a term of three lives, or ninety nine years, at a rent of £28 per annum, and the remainder let at will to the same person at £10 a year, upon an agreement to give up possession when demanded.

MORGAN'S FARM AND COLLIERY, freehold, containing 131 a. 1 r. 18 p., of good arable, meadow, and pasture land, situate within four miles of Tenby, let at will, to Margaret Parcel, at the low yearly rent of £60.

Also the **COAL** under the said lands, let to Messrs. Wilson and Smith, for twenty-one years, from the 7th March, 1829, at a royalty of half 1 of all the coal and culm delivered at the pit's mouth; this royalty has amounted to £450 per annum.

MOUNTAIN FARM, leasehold for three lives, from the Bishop of St. David's (at a low yearly rent, containing 169 a. 3 r. 16 p., of good arable, meadow, and pasture land, situate near Tenby, let on lease to Mr. John Morris, for a term of twenty-one years, at the low rent of £75 per annum.

Mr. John Jones, at Morgans, will show the property, of which descriptive particulars and plans will be ready by the 25th of June. For further information apply to Mr. Lee, Solicitor, Lincoln's Inn; or to Messrs. Murray, Tattersall, and Murray, Surveyors and Land Agents, 47, Parliament-street.

Letters to be post paid.

TO QUARRY OWNERS.—A Civil Engineer is desirous of joining a gentleman who is working his own Quarries, and has already established a considerable sale; he proposes to employ himself and his capital in conducting and extending the works. A Slate or Granite Quarry would be preferred, and it must be situated in England, Scotland, or Wales. Letters, post paid, marked "Quarry," may be left at Messrs. W. Thompson and Co., No. 6, Waterloo-place, Pall Mall.

TO CAPITALISTS.—**SHARES IN A VALUABLE LEAD MINE** TO BE SOLD.—The proprietors of a current working and valuable Lead Mine, in the county of Northumberland, are desirous of increasing the number of Shares in the concern, for the purpose of enabling them to win the lower hills of the mine. The Mine has been extremely productive in the higher hills, which are at present yielding ore. There are Smelting Mills, and every convenience on the premises for working the mine in the most extensive manner; and being situated at a short distance from the Newcastle and Carlisle Railway, the Lead can be conveyed to market at a cheap rate. Or, the Company will treat for the Sale of the entire concern.—References will be given on application to the Editor of the "Mining Journal."

LEAD MINES, IN THE COUNTY OF AYR.—TO BE LET, and entered on immediately, the **LEAD MINES**, Old and New, in AFTON MOOR, near New Cumnock, in the county of Ayr. The old works were drained to a considerable depth by a main adit, or day level, and several shafts which, though not at present accessible, could again be revived by a judicious application of skill and capital. By the new works two veins have been opened up, and Lead of a very superior quality has been found. The veins wrought at present are level free. One of the foreheads is forty fathoms from the surface, and a depth of 100 fathoms may be acquired by the present level. The ground and present workings have been examined by engineers of eminence and experience, who report the prospects as very encouraging.

The works may be examined on application to Mr. Ballantine, at the Mines, by Cumnock, where the Lead will be seen in store. Specimens of the Lead will also be shown by Messrs. Hunter, Campbell, and Co., W.S., Edinburgh, and by Messrs. Ball and Geddes, Mining Engineers, there; either of whom will receive offers for a Lease or a Lordship on the outport of Lead, in the proprietors' option, as is usual. Edinburgh, June 22.

STANDARD OF ENGLAND LIFE ASSURANCE COMPANY.

8, King William-street, City | 25, Regent-street, London.
D'Olier-street, Dublin | Princes-street, Edinburgh.

CAPITAL—ONE MILLION.

WILLIAM DAVIS, Esq., Chairman.
W. Cory, Esq., Dep. Chair. | **Colonel Chris. Hodgson**, Esq.
Lawrence Dorgan, Esq. | **Henry Lawson**, Esq.
William Gunston, Esq. | **J. Barrett Lennard**, Esq. | **George Whitehead**, Esq.

MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE. Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Increasing rates of premium, peculiarly advantageous in cases where Assurances are effected by way of securing Loans or Debts.
Age of the assured in every case admitted in the policy.
Premiums may be paid Half-yearly or Quarterly.
Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium, twenty years' scale:

Age.	Annual Premium for £100, payable during				
	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
20	£ 5 s. d.	£ 5 s. d.	£ 5 s. d.	£ 5 s. d.	£ 5 s. d.
30	1 6 4	1 12 11	1 19 6	2 6 7	2 12 8
40	1 16 8	2 5 10	2 15 0	3 4 2	3 19 4
50	2 17 0	3 11 3	4 5 6	4 19 9	5 14 0

By order of the Board of Directors,
W. WRIGHT, Secretary.

BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY.—CONTRACT FOR WORKS.

The Directors will meet at the Company's Office, 1, Robert-street, Adelphi, on Wednesday, the 25th of July next, at Eleven o'clock precisely, to receive **TENDERS** for the execution of the following works:—

Contract, No. 4.—The whole remaining unfinished portion of the line north of Scott's Brickfields, near the Uxbridge-road, consisting of cuttings, embankments, drains, culverts, fences, bridges, and other works, extending from the junction with the London and Birmingham Railway, near Horden-green, to the gallery under the new cut of the Paddington Canal, now nearly completed, a distance of thirty-two chains, and south of Contract, No. 2, being from the road bridge, under the railway, at the foot of Wormwood Scrubs, to Scott's Brickfields, a distance of seventy chains.

Plans, sections, and specifications of the works will be ready for inspection at the Company's Office, on and after the 14th day of July next.

By order of the Board,
1, Robert-street, Adelphi, June 27. JOHN THOMPSON, Sec.

EASTERN COUNTIES RAILWAY.—Notice is hereby given,

that the board of directors will meet at the company's office, on Tuesday, the 17th of July instant, at One o'clock, to receive **TENDERS** for all shares upon which the Third Call of Two Pounds per share, payable the 8th of March last, shall not have been then paid.

By order of the board,
4, Adelaide-place, London-bridge, July 4. J. C. ROBERTSON, Sec.

LONDON AND CROYDON RAILWAY.—CONTRACTS FOR

WORKS.—The Directors of the London and Croydon Railway will be ready to receive **TENDERS**, at their office, 1, Bank-buildings, on the 12th inst., for the execution of the following works:—

CONTRACT, No. 1, comprises the erection of certain buildings at the station at New Cross, in the parish of St. Paul, Deptford, in the county of Surrey; and also the erection of certain buildings and works in the station at Croydon, in the county of Surrey.

CONTRACT, No. 2, comprises the vaulting over the ground which is to form the station near Tooley-street, in the parish of St. Olave, in the Borough of Southwark; and also the arching over certain streets, and other works connected therewith.

CONTRACT, No. 3, comprises the erection of a wharf about 600 feet long, and other works connected therewith, contiguous to the Surrey Canal, near Cold Bliv Farm, in the parish of St. Paul, Deptford, Surrey.—Plans and specifications may be seen at the office of the Engineer, Joseph Gibbs, Esq., No. 25, Kennington-oval.

By order of the board of directors,
July 5, 1838. S. YOUNG, Secretary.

HULL AND SELBY RAILWAY.—CONTRACTS FOR

WORKS.—The Directors of the Hull and Selby Railway Company will meet at the Company's Office, 54, Saville-street, Hull, on Saturday, the 14th July next, at Eleven o'clock in the forenoon precisely, to receive **TENDERS** for the execution of the REMAINING WORKS not contracted for, viz:—

No. 4. B.—BROUGH CONTRACT.—For making and maintaining the railway, including the supplying of all necessary materials (except the iron rails and sleepers), commencing on the west side of the Occupation-road, in the township of Melton, numbered 16 a on the railway plan, and terminating at the east end of the embankment near the Market Weighon Canal, being a distance of about six miles.

No. 5. B.—SELBY CONTRACT.—For making and maintaining the railway, including the supplying of all necessary materials (except the iron rails and sleepers), commencing on the east side of the river Derwent, and terminating at the junction with the Leeds and Selby Railway, at Selby, being a distance of about six miles, including the division of the Selby and Market Weighon turnpike road, near Selby; also the foundations and abutments for an iron bridge, of one arch, over the river Derwent, near Wressell Castle, with flood arches on each side thereof.

No. 2. A.—For the erection and entire completion of the iron superstructure of the said bridge over the Derwent.

Drawings and specifications of the works, with drafts of the contracts, will be ready for inspection on and after Monday, the 25th inst., at the Company's Office, as above, where further information may be obtained; or of Messrs. Walker and Burgess, the company's engineers, 23, Great George-street, Westminster.

Printed forms of tender may be obtained at the Company's Office, and no other will be received. The tenders must be delivered there at or before Ten o'clock in the forenoon, on Saturday, July 14th, under a sealed cover, addressed to the Chairman, and endorsed "Tender for Works, &c., &c." The parties tendering, or some person duly authorised by them, must be in attendance at the time of meeting.

The parties whose tenders are accepted will be required to enter into a bond, with two sureties, for the due performance of the contracts, in a penalty of not less than 10 per cent. upon the gross sums contracted for, and the names and description of the proposed sureties are to be specified in the tenders. The directors will not bind themselves to accept the lowest tenders.

By order,
Railway Office, Hull, June 11. GEORGE LOCKING, Secretary.

SOUTH-EASTERN RAILWAY.—Tunbridge Division.—Contract A.

The Directors will meet at the Office of the Company, 10, Coleman-street, London, on Tuesday, the 4th day of September next, at half-past one in the afternoon precisely, to receive **TENDERS** for the EXECUTION of the WORKS comprised in this contract. The earth works consist of between 30,000 and 40,000 cubic yards of cuttings to be carried to embankments at the average distance of one mile. The other portion of the contract will comprise certain parish road and accommodation bridges, culverts, and drains, and the fencing of the line of railway lying between the Hastings turnpike-road at Tunbridge, and the public road at Tudeley. The whole will be let by a schedule of prices to be tendered for all the various kinds of works as measure works.

Plans and specifications of the works, with conditions of tender and contract, will be ready for inspection and printed forms of tender may be obtained at the Office of the Resident Engineer, at Tunbridge, Mr. P. W. Barlow, who will afford any information on the spot. Any further information may be obtained upon application to William Cubitt, Esq., the principal Engineer to the company, at his Office, 6, Great George-street, Westminster.

The Directors do not bind themselves to accept the lowest tender, nor will any tender be admitted except made in the printed form of the Company, nor unless it be delivered at the Office of the Company before One o'clock on the day of meeting.

By order of the Directors,
Railway Office, July 3. J. S. YEATS, Secretary.

STANHOPE AND TYNE RAILROAD COMPANY.

DIRECTORS.
* Edward George Barnard, Esq., M.P., Chairman.
Thomas Harris, Esq.
* Edward Blount, Esq.
* Richard Hollier, Esq.
* P. J. Caffary, Esq.
* A. J. Freire Marreco, Esq.
* J. F. Harrison, Esq.
* John Wright, Esq.

AUDITORS.
Richard Wood, Esq.
J. L. Heathorn, Esq. These are the Trustees to the Company.

In putting forth the present prospectus to the notice of the public, the Stanhope and Tyne Railroad Company beg to premise that the railroad which they have constructed has already been in operation for a period of nearly four years, and extends for a distance of thirty-four miles through the county of Durham—from Stanhope to the river Tyne, at South Shields—intersecting in its progress extensive coal-fields, and communicating with the rich lead mines of the former place.

In addition to the main line of road another has been completed, denominated the Durham Junction, which, joining the Stanhope and Tyne about nine miles from Shields, extends in a southerly direction for five miles towards the city of Durham.

The traffic which has already passed along the original road has been progressively increasing since its opening, and at this time is yielding a nett revenue of 5 per cent. on the whole outlay. The Durham Junction line, which is tributary to it, will be completed in about a month; and as it affords the facility of shipment on the river Tyne to the extensive coal-field of the county of Durham, south of the river Wear, a large addition to its present trade is ensured.

Up to this time the coals brought by the company for shipment at Shields and Landsale amount to 1,043,952 tons, and the contracts already entered into and in progress, promise to double the annual quantity.

The extensive collier docks in course of formation at Shields, within half a mile from the railroad, will be another certain source of considerable income.

In the progress of the undertaking the company deemed it eligible (in order to obtain all the advantages which from time to time have been discovered) to raise money beyond their originally proposed capital. The debt thus incurred it is now intended to provide for by the issue of an additional number of shares, upon a plan which will come into progressive operation at times coincident with the respective payments of the borrowed capital; and as the railroad has now been working for nearly four years, and shows a rapidly improving trade, it is stamped as a most undoubted and profitable investment.

The shares intended to be issued are similar to the original shares of £100 each, and the instalments upon them being called for only at periods corresponding with the object stated, will be spread over a series of at least eight years.

Upon the allotment of the shares a deposit of 10 per cent. will be required, and it is proposed to call for a second instalment of similar amount during the present year—for instalments, at intervals, during the years 1839, of 20 per cent.; and in the whole amount be paid, thus making the last instalment not earlier than 1845.

While the instalments are in course of payment, each subscriber will be entitled to an immediate interest of 5 per cent. per annum, payable half-yearly; and to a relative proportion of profits calculated upon the amount advanced by him, participating with the original shareholders in all the benefits of the company, whenever the instalments are fully paid up.

The new shareholders will not be required to execute the deed of settlement of the company, nor any auxiliary deed, until the whole of the instalments are paid, and then the holder of the scrip certificates will alone be required to execute such deed; but in the mean time they are to hold their shares upon the same terms and conditions to which the original shareholders are subject under the present deed of settlement, or which may be expressed in any future deed of settlement, pursuant to the powers therein contained.

Applications for shares to be addressed to the Directors of the company, 26, New Broad-street, or to Messrs. George Burnand and Co., 12, Cornhill, London, July 4.

SHEFFIELD AND MANCHESTER RAILWAY.

(Incorporated by Act of Parliament, 5th May, 1837.)

Capital £700,000, in 7000 shares of £100 each.

CHAIRMAN—The Right Honourable Lord WHARNcliffe.

DEPUTY-CHAIRMAN—W. Sidebottom, Esq., Manchester.

ENGINEER—Charles Vignoles, Esq., M.R.I.A., F.R.S., &c.

LONDON CORRESPONDENT—M. A. Goldsmid, Esq.

The directors have the satisfaction of informing their shareholders, that the whole of the capital being subscribed for, they have commenced operations for carrying into effect their act of incorporation, and that their engineer, Mr. Vignoles, with a numerous staff, is actively engaged in staking out the line, and preparing the working plans, &c., for the contracts.

The construction of the railway will follow immediately, commencing with such portions as will be the soonest brought into profitable operation.

The amount of traffic as proved before Parliament, and since examined and confirmed by the inquiries made by a committee of directors, shows, upon the capital of £700,000, a Nett Income of 17 per cent., excluding sources not strictly and immediately open, although certain to be hereafter available.

The owners of the land for upwards of three-fourths of the length of the line have taken its value in shares in the undertaking, and as there is also a balance in hand, the directors do not anticipate, in the progress of their works, quick or heavy calls of their capital.

To afford all possible facility and information to their London proprietors, the directors have made arrangements with Mr. M. A. Goldsmid, that all transfers of shares may be sent to his office, No. 53, Threadneedle-street, London, whence they will be returned to the proprietors in due course, after registration at Manchester, free of all expense, except postage.

And as the directors consider the present epoch whence the commencement of active operations on the Sheffield and Manchester Railway may be properly dated, they have circulated amongst the proprietors a more detailed report of the purposes and prospects of the company, copies of which may be obtained at the offices in Sheffield and Manchester; at Mr. Vignoles' Chambers, 4, Trafalgar-square; or at Mr. Goldsmid's, 53, Threadneedle-street, London.

SOUTH AUSTRALIAN COMPANY.—At the Second Annual

General Meeting of the proprietors, held at their office, No. 19, Bishopsgate-street, on Friday, the 29th of June, the following resolutions were unanimously agreed to:—

1. Moved by G. Morphet, Esq.; seconded by C. Chippindale, Esq.

That the report of the company's operations for the past year, as now read, be adopted for the Second Annual Report of the "South Australian Company," and printed and circulated under the direction of the board; also, that the accounts of the company's affairs to the 31st April last (as now submitted) be approved.

2. Moved by W. Gorton, Esq.; seconded by T. Wheaton, Esq.

That the recommendation of the directors to continue for the ensuing year the dividend of four per cent. per annum be adopted, and that they be authorised to pay the same half-yearly as heretofore.

3. Moved by C. Hindley, Esq., M.P.; seconded by H. Weymouth, Esq.

That the thanks of this meeting be presented to G. F. Angus, Esq. (hitherto the chairman), for his valuable exertions in the formation of the South Australian Company, for the efficient manner in which he has discharged the duties of his office, and for his unwearied attention to the general interest of the undertaking.

4. Moved by T. B. White, Esq.; seconded by Major T. Cruikshank.

That George Fife Angus, Esq., and Christopher Rawson, Esq., be re-elected as Directors; and D. T. Johnson, Esq., and W. S. Sims, Esq., as Auditors of the said Company; and that Captain Thomas Wentworth Buller, R.N., be elected a Director, in the room of James Hyde, Esq., resigned.

London, June 30. EDMUND J. WHEELER, Manager.

SAVOY IRON AND COAL COMPANY.—

Capital, £200,000, in 10,000 shares of £20 each, with power in the directors to increase the capital by the issue of 5000 additional shares. Deposit £2 10s. per share. The liability of the shareholders to be limited to the amount of their shares.

DIRECTORS.
J. G. Tyrie, Esq. Robert Passenger, Esq. G. M. Glascock, Esq. H. J. Blakeley, Esq. George Rahn, Esq.

BANKERS—London: Messrs. Glyn, Halifax, Mills, and Co.; Bristol: West of England and South Wales District Bank; Liverpool: Bank of Liverpool; Manchester: Union Bank of Manchester; Birmingham: Birmingham Banking Company; Paris: Messrs. Andre and Cottier; Geneva: Messrs. Hentsch, Brothers.

AGENTS—Amsterdam: George Mees, Esq.; Rotterdam: Messrs. Smith and Guldenmont; Antwerp: Charles Breckinridge, Esq.

SOLICITORS—Messrs. Leeks and Wells, Charlotte-row, Mansion-house.

Concessions of iron, copper, and lead ores, coal and other minerals, extending over 250 square miles, in the Duchy of Savoy, having been granted by the Government, it is proposed to erect iron works near St. Gervais, about thirty miles from Geneva. There is already a blast-furnace and iron-work upon the concession belonging to the company, capable of making the machinery for the larger works.

Veins of iron ore of excellent quality, with extensive beds of anthracite coal above them, varying in thickness from nine to twenty-five feet, and extending over a space of more than ten miles, have recently been opened.

The mines are in open galleries, whereby the usual heavy expense of drainage by machinery is avoided.

Pig-iron may be manufactured at about £3, and bar-iron at less than £8 per ton. The selling price of bar-iron in Savoy, where there is a protecting duty of £11, per ton, varies from £26 to £30; in Switzerland it is about £22; and in France £18 per ton.

In addition to the present consumption of iron in Savoy and the adjoining countries, which is great, the circumstance of a Railroad having been decided upon between the Lakes Geneva and Neuchâtel, and another projected from Turin to Genoa, must afford great advantages to this company.

Means have lately been discovered by which anthracite coal is made applicable to the manufacture of iron, as well as to domestic purposes. As the price of fuel at Geneva and in Savoy is extremely high, the only supply of bituminous coal being derived from Lyons, an immense market is open for the consumption of that article. The annual gain of a large sum may also be reckoned upon from the lead and copper mines of the concessions, which are known to be rich and abundant.

Asphaltic abounds, and may therefore be procured at a very small expense. Applications for Shares to be made to Messrs. Leeks and Wells, solicitors, 2, Charlotte-row, Mansion house, and at the offices of the company, 68, Old Broad-street, City, where detailed prospectuses may be obtained.

May 28. C. F. SMITH, Sec.

SAVOY IRON AND COAL COMPANY.—The Applications

for Shares in the above Company having greatly exceeded the whole number, the directors give notice, that NO FURTHER APPLICATIONS can be received after the 10th of July next.

By order,
Offices, 68, Old Broad-street, June 29. C. F. SMITH, Secretary.

THE THAMES AND TEES UNITED GENERAL SHIP-

PING COMPANY.
Capital £200,000, in 20,000 Shares of £10 each.—Deposit £3 per Share.

TRUSTEES AND MANAGERS.
Henry Roxby, Esq., of London | William Evans, of London
John Yates, Esq., of ditto | John Botcherby, Esq., of Darlington.

With power to add to their number.

Auditors—William Holborn, Esq., of London; Robert Lamb, Esq., of Stockton.

Solicitor—Henry Hill, Esq.

BANKERS.
Messrs. Spooner, Attwoods, and Co., of London.

Messrs. J. Backhouse and Co., of Darlington.

Among the various shipping companies established, the extraordinary success that has attended them, and the many convincing proofs that have been given of their great utility to mercantile enterprise and profit, it is a matter of much surprise among commercial men that a company has not been hitherto formed for the purpose of carrying into effect an extensive and general trade.

To promote this most desirable object, and to bring into active operation the profitable resources of the shipping interest, the managers of this company, at the recommendation of their numerous connections in London and Stockton, are induced to invite the public attention to its formation, which bids fair to yield a much larger proportion of profit than any other association or company of a similar kind; these prospective benefits particularly apply to the different localities on the Tees and of Stockton and its neighbourhood, where there is a wide field for extending its present commercial operations, as well as for the more lucrative employment of the large capital already engaged in conducting the extensive manufactures and coal mines of that district.

The managers, therefore, consider that when increased means for exporting their produce is provided, it must *pro rata* increase the transit and carriage of goods on all the internal lines of communication, and thus not only benefit the landed, carrying, and manufacturing interests, by giving them a speedy transit for their products and goods to rival markets, but more particularly advance the interest of the vessels belonging to this association. The numerous proprietors of coal mines and railways in the neighbourhood of the Tees having taken a deep interest in this undertaking, will be the means of securing more certain advantages and greater privileges to the vessels belonging to this company than can be obtained by the ships now transiently employed.

Applications for Prospectuses and for the remaining Shares to be made, post paid, to Henry Hill, Esq., Solicitor, 4, New London-street; or to the Secretary, at the Temporary Office of the Company, 13, Crosby-hall Chambers, Bishopsgate-street; or to John Botcherby, Esq., at his Offices, Bond gate

PROCEEDINGS OF PARLIAMENT RELATIVE TO
JOINT STOCK COMPANIES.

SATURDAY.

Fishguard Harbour (No. 2).—Bill "to amend an act of the last session of Parliament, for improving the harbour of Fishguard, in the county of Pembroke," presented, and read first time; to be read second time.

Coal Trade (Port of London) Bill.—Three petitions against; ordered to lie on the table.

Mails on Railways Bill.—Petition of the Hull and Selby Railway Company against; ordered to lie on the table.—Committee on Monday next.

MONDAY.

Coal Trade (Port of London) Bill.—Petition of the chairman and deputy chairman of the board of directors of the Commercial Steam Packet Company, against; ordered to lie on the table.

WEDNESDAY.

Coal Trade (Port of London) Bill.—Three petitions against; ordered to lie on the table.

Mails on Railways Bill.—Petition of the Newcastle-upon-Tyne and Carlisle Railway Company, against; ordered to lie on the table.

Fourdrinier's Patent.—Petitions for consideration of the case of Messrs. Fourdrinier, relative to their patent for the manufacture of paper, from merchants, bankers, and others, of the city of London, and paper makers resident in Scotland; ordered to lie on the table.

Message from the Lords.—That they have agreed to the Garnkirk and Glasgow Railway Bill; and Newtyle and Coupar Angus Railway Bill.

South Australian Act Amendment Bill.—Considered in committee.

Mr. Speaker Reported the Royal Assent.—To the Bolton and Preston Railway Bill; Midland Counties (Mountsorrel) Railway Bill; Edinburgh and Glasgow Railway Bill; Grand Junction Railway Bill; Garnkirk and Glasgow Railway Bill; Newtyle and Coupar Angus Railway Bill; Blackburn Gas Bill; Exeter Commercial Gas Bill; and Leicester Gas Bill.

FRIDAY.

Hartlepool Dock and Railway Bill.—Report to be taken into further consideration upon Monday next.

Mails on Railways Bill.—Committee deferred till Monday next.

Coal Trade (Port of London) Bill.—Further consideration of report deferred till Thursday next.

PARLIAMENTARY SUMMARY.

HOUSE OF LORDS.

MONDAY.

Earl FITZWILLIAM presented a petition from Glasgow, against the corn law, which was read at length, and which called forth an extended conversation.

TUESDAY.

The Sugar Duties Bill, the Party Processions (Ireland Bill, &c.), were read the third time and passed.—The Marquis of LONDONDERRY, with the view of illustrating the mode of appointing magistrates in Ireland, moved for various papers on the subject, consisting of copies of the lord lieutenant's circular; lists of the old and new commissions, &c.

WEDNESDAY.

The royal assent was given by commission to the Garnkirk and Glasgow Railway Bill, Newtyle and Coupar Angus Railway Bill, and several other bills; after which some private bills were advanced a stage, and the house adjourned.

THURSDAY.

The Grand Jury Cess Bill, and the Kingston and Dublin Port and Harbour Bill, were severally read a second time.—The Charitable Estates Administration Bill was read a first time.—The Suitsors' Money Bill, the Affirmation Bill, and the Forms of Pleading Bill, were severally read a second time, and ordered to be committed.

FRIDAY.

The Poor Relief (Ireland) Bill was read the third time; but on the question that it do pass, some discussion arose (after amendments had been proposed), and the debate thereon was eventually adjourned till Monday next.—The Sheriffs' Court (Scotland) Bill went through committee.—The Church Discipline Bill was brought in, and read the first time, after which their lordships adjourned.

HOUSE OF COMMONS.

SATURDAY.

Mr. SHAW gave several notices of amendments intended to be moved by him in committee on the Tithes (Ireland) Bill, on Monday.—The house (after a division) went into committee on the Vestries in Churches Bill. The chairman, after continued obstruction, eventually "reported progress," soon after which the house adjourned.

MONDAY.

On the presentation of the report on the Middlesex County Courts Bill, Captain WOOD said he should hereafter move that it be referred to a committee of the whole house, and Mr. T. DUNCAN said he should move that it be taken into consideration that day three months.—Sir R. PEEL said that perceiving the impossibility of proceeding with the Controverted Elections Bill this session, he would defer it till next session.—The ATTORNEY-GENERAL deferred the Copyhold and Practice Bills, for the like reason, till next session; but expressed his intention to proceed with the Registration of Voters Bill, but which was ultimately deferred until next session. He expressed a hope that he might be able to carry through this session the Imprisonment for Debt Bill.—Lord J. RUSSELL moved that the house resolve into committee on the Tithes (Ireland) Bill.—Mr. WARD moved his resolution regarding "appropriation." Lord MORPETH opposed the motion. After some debate the house divided, and the resolution was negatived by 270 votes against 46, showing a majority against the motion of 224. The house then resolved into committee, and the discussions, caused by amendments moved by Mr. Shaw, occupied the remainder of the sitting.

TUESDAY.

The House did not meet to-day.

WEDNESDAY.

The Highway Rates Bill went through committee.—The Lord's Day Bill was thrown out.—The Sheriffs' Court (England) Bill was read a third time and passed.—The Qualification of Members Bill, the South Australian Act Amendment Bill, and the Turpentine Penalties Bill went severally through committee.—The Hackney Carriages (Metropolitan) Bill was read a third time and passed.—On the motion of the SOLICITOR-GENERAL the Bankruptcy Court Bill was committed, after some opposition from Mr. Grimditch, Mr. Crawford, and Mr. M. Philips.—The Vestries in Churches Bill was postponed till to-morrow.

FRIDAY.

Lord J. RUSSELL deferred the Registration of Voters (Ireland) Bill till next session.—The House resolved into committee of supply, the CHANCELLOR of the EXCHEQUER moved resolutions on the estimates to meet the "coronation expenses," the miscellaneous services, and for the commissariat.

STAFFORD'S SAFETY COACH.—On Wednesday the renewal of this patent was discussed before the Lords of the Privy Council. Several beautiful models and drawings of the coach were exhibited, every part of which was minutely examined by Lord Brougham and Lord Lyndhurst. The former noble and learned lord was so interested with the subject as to request the patentee to attend at his lordship's residence, in order to a private exhibition of the invention. Mr. Galloway, Mr. Gray, of Earl-street, and several well-known whips and others spoke to the merits of the patent, and the difficulties which Mr. Stafford had to encounter in working it; after which their lordships ordered that the patent should be renewed for seven years, being the full term.

IRON WELDING.—A practice has for some time prevailed at Keswick of welding iron and steel with a mineral which is said to be very abundant in that neighbourhood, and is found to answer the purpose much better than sand or borax, inasmuch as it affords a decidedly better protection to the fusing metals. It is used in the same common or simple way as sand, requiring no further care or management. Two, three, or more pieces of cast steel may be welded together, and drawn out, hardened, and broken across the junctures, which cannot be observed; or iron and cast steel can be welded together in the same way, as perfectly and with as much ease as the mildest steel or iron.—*Carlisle Patriot*.

EXTRAORDINARY DISPATCH.—Early on Monday morning, the 11th inst., some workmen, under the personal superintendence of Mr. John West, engineer, proceeded to take to pieces and remove a steam-engine, which had ceased working only a few hours before, at South Roskear mine, near Camborne. Having accomplished their task in the most satisfactory manner, they commenced heaving into the same house the workings of a new engine, of a larger cylinder, which were close at hand; and after the utmost perseverance on the part of the men, backed by the example and assistance of Mr. West himself, who throughout nearly the whole of the proceedings took a most active part in the operations, they succeeded in getting all the different parts in their respective places, having completed their laborious task by the following Wednesday afternoon. At half-past six o'clock on the following Monday morning, the water, which in the interim had risen nearly twenty fathoms, was all got out, having been drawn to the surface from a depth of 160 fathoms. The bottom levels are pretty extensive, and, consequently, hold a great bulk of water.

LAW INTELLIGENCE.

BIRMINGHAM PATENT IRON HORSE-SHOE AND IRON TIP
AND HEEL COMPANY.

VICE-CHANCELLOR'S COURT—JULY 4.

SUTTON v. SOUTHALL.—Mr. KNIGHT BRUCE, with whom was Mr. Metcalf, moved for an injunction to restrain the defendants, Southall and others, the directors of the Birmingham Patent Iron Horse-Shoe and Iron Tip and Heel Company, from continuing the business of the company, on the ground of misconduct on the part of the directors, and a total failure of the object of the company. The bill was filed for a dissolution of the company under circumstances to which the provision for a dissolution in the deed of partnership did not apply. It appeared a patent was obtained by Messrs. Stocker, in 1832, for the manufacture, by machinery, of horse-shoes and articles of that description. In the latter part of 1836, Southall, who had acquired the patent right, parted with his interest to the company, in which he took 1000 shares. The company agreed to pay him (amongst other benefits) 3000l. out of the profits, and it was not to be dissolved without his consent in writing until the money was paid. It was said, in support of the motion, that the main object of the company, the manufacture of horse-shoes, had totally failed, and that it had been found that horse-shoes made by machinery were very inferior, in point of durability, to those hammered by the hand. The public accordingly had ceased to buy the horse-shoes of the company, and as to the rest of the concern it was worth very little. It appeared the losses already incurred were very heavy, and there was no probability of an improvement. Mr. Southall, the principal manager, had led the company to anticipate the greatest success, and now, upon the failure of the business, he threw every obstacle in the way of a dissolution.

Mr. JACOB, with Mr. CHANDLER, opposed the motion, as wholly unwarranted by the contract of the parties, who might dissolve, if they pleased, without Mr. Southall's consent, upon paying him what the company owed him. It was true there were difficulties in the management of the company, but they were principally occasioned by a combination among a club of working farmers, who determined not to use the patent horse-shoes. But there was nothing to show that the company was irretrievably embarrassed so as to warrant its dissolution by the Court in this summary manner.

His HONOUR said the whole of the evidence tended merely to show that the company might not succeed. But it was not the habit of the Court to interfere upon a mere speculation of that kind. It must have a reasonable satisfaction that the thing could not be carried on; and if there had been mismanagement in this or that, the shareholders had it always in their power to call a general meeting to set the thing right. He therefore refused the motion.

GREAT WESTERN RAILWAY COMPANY.

ROLLS' COURT—JULY 4.

THE ATTORNEY-GENERAL, at the relation of HAMMOND, AGAINST THE COMPANY.—Mr. KINDERSLEY moved for an injunction to restrain the defendants from erecting a bridge over the feeder of the river Avon, in the Bristol Docks, but upon the statement of Mr. PEMBERTON that the defendants had not had time to procure their affidavits in answer, and especially the affidavit of Mr. Brunel, the engineer; and upon his suggestion also that the Bristol Dock Company ought to be parties to the suit, and that the plaintiff's bill should be amended, for that purpose the motion was put off.

LOSH'S PATENT WHEELS FOR RAILWAYS.

COURT OF EXCHEQUER—JULY 4.

LOSH v. HAGUE.—This was an issue directed by the Court of Chancery, for the purpose of trying the validity of a patent taken out by the plaintiff, for certain improvements in the construction of wheels for railways.

Sir F. POLLOCK, Mr. Bayley, and Mr. Rotch were for the plaintiff; the Attorney-General, Mr. Serjeant Bompas, and Mr. Petersdorff, for the defendant.

Sir F. POLLOCK described the invention laid claim to by the plaintiff as one in general request by the proprietors of railways, in consequence of its strength and durability. These qualities were obtained by forming the spokes and their corresponding fellows of one piece of wrought iron, continuing the spokes into the felloes by means of elbow ends, and giving to the elbow ends a curved prolongation, whereby the several felloes might be soldered into a solid inner rim. By these means the whole wheel was rendered better able to endure the wear and tear of the great speed at which railway carriages were now propelled, and also to withstand the casual concussions to which they were subjected. The defendant had infringed on the patent of the plaintiff by constructing wheels which were of a different fashion, but dependent on the same principle. The alteration made by him was a trifling one, and, if anything, rather detracted from the properties possessed by the invention of the plaintiff. The best criterion of the truth in cases of this nature was the history of the invention itself. If it were found that at the date of the invention an improvement had been required, and if subsequently that which the plaintiff had supplied had been acknowledged to be an improvement, and had been generally used, then it was fair to infer that his article had the merit of an invention. He anticipated that an attempt would be made to invalidate the patent of the plaintiff by declaring his invention to be identical with one for which a patent had been taken out in 1808, by a person of the name of Paton. He defied his learned friends to prove that. Of Paton's wheels a dozen pairs at the most had been sold, while the plaintiff's were in general request. Paton's were for carriages in general, and not for railways; they were dish-shaped, which the plaintiff's were not; and being made of pieces would fall asunder if the tire were to fall off, which would not be the case in the event of a similar accident befalling those of Mr. Losh. Mr. Losh had taken out a patent in 1816, which was much nearer to Paton's invention. As this issue was to be tried by order of the Court of Chancery, the jury would contrast themselves with giving a verdict for the plaintiff or the defendant, as in their judgment they should deem right, with nominal damages only.

The learned counsel then called a great number of scientific witnesses, the most eminent of whom were Mr. Carpmel, Mr. Bramah, jun., of London, and Mr. Wood, of the Darlington and Stockton Railway. The testimony of all of them went to show, that at the present rate of speed the old wheels would be unsafe; that those of Mr. Losh were more durable and stronger, and that they would not fall to pieces even if the tire should fall off; and that they owed these qualities to the principle of forming the spokes, and the felloes corresponding to them, into one piece of wrought iron.

The cross-examination went to show that the moulding of the spokes and felloes into one solid piece would suggest itself to every good workman who might use wrought iron; that the wrought iron was necessary only on account of the speed now required, and that the essential principle was the union of the spokes and rim into one block independently of the tire.

The ATTORNEY-GENERAL contended that the invention to which Mr. Losh had laid claim had been known and long practised, because an obvious contrivance by all persons desirous of having a wheel of wrought iron. It had not, it was true, been in use before the year 1830, because a speed that would have rendered the use of cast-iron dangerous had not until then been ventured on. When that speed became desirable on the Liverpool and Manchester Railway, Mr. Stephenson, the partner of Mr. Losh, and the engineer of the railway, introduced a wrought-iron wheel. Mr. Losh then took out a patent for it; a patent not for a new invention, but for the material with which an old one was to be constructed. Now, in the choice of materials, an invention that would support a patent could not consist, as it could not consist in a preference of firwood to oak, or beech to ash, it could not consist in the preference of wrought iron to cast. It was necessary to the validity of a patent that the whole of the specification should be supported. Mr. Losh, in his specification, disclaimed the exclusive use of wrought iron spokes, or tire, or the mode of uniting the spokes with the nave. From this, then, it would follow that the novelty was confined to the felloes, and consisted in their prolonged elbow bends. If, then, that were not new, the patent would be gone. The plaintiff claimed such a wheel, even though it should have no tire. If, then, it could be shown that such a construction was known before the year 1830, with or without a tire, the defendant would be entitled to a verdict. That it had not been applied to railways was of no consequence, as before 1830 the rate of velocity had not rendered a wheel of such construction necessary. It would be seen that the principle of that construction was indicated in the specification of Paton's patent of 1808, which expired in 1822. Indeed, the description in the two patents was nearly the same. (Here the learned gentleman read the specification of Paton's patent, and produced a model of the sectors of his wheel). Another model, which he would produce, would show that what had been described as essential to Losh's patent, wrought iron spokes and rim in one piece namely, had been made in 1808; and also that the wheels were not dish-shaped. The patent of 1816 was also the same in principle as this (here the learned gentleman read a passage from the specification of Losh and Stephenson's patent of 1816), and indeed an invasion of Paton's patent. There was, therefore, no pretence for saying that this was an invention that would support a patent, for the question was, not whether Mr. Losh had known it or not, but whether it was publicly known before he took out his patent. He would proceed, then, to prove the specifications, and, by the evidence of some distinguished men, to establish what he had laid down.

The learned gentleman then proceeded to call a great number of witnesses, the most eminent of whom were Mr. Braithwaite, and Mr. Roberts, of the firm of Sharp, Roberts, and Co., of Manchester. Their testimony went to show that Paton's wheels and Losh's were identical; that any workman might make Losh's wheels from Paton's specification; and that the latter clearly enounced the principle of uniting into one piece the spokes and the rim, and of using wrought iron.

Nothing material was elicited in cross-examination, except that some servants of Paton proved his invention to have been one that had not succeeded.

Sir F. POLLOCK replied.—Lord ASINGER summed up, and the jury returned a verdict for the defendant.

PROCEEDINGS OF PUBLIC COMPANIES.

LONDON AND GREENWICH RAILWAY COMPANY.

The half-yearly general meeting of the above company was held at the City of London Tavern, on Friday, the 6th inst.

GEORGE MONEY, Esq., in the chair.

The CHAIRMAN said it had been his wish that the meeting should have been held six weeks or two months later than the present time, as by then the works would, no doubt, be completed, but in this he had been overruled by gentlemen who, considering that no time should be delayed in calling the shareholders together, had sent in a requisition to the directors for the purpose of convening a meeting; he, and his brother directors, might have taken advantage of the terms of this requisition, as it was not put forward in a legal manner, not being sufficiently explicit; he might, he said, have taken advantage of this, but being desirous of convening the meeting according to their request, he had allowed no delay to take place; they were, indeed, glad of the opportunity given them of affording information. The requisition to the directors for the convening the present meeting was read, signed by 106 shareholders.

The CHAIRMAN said he was happy to state that the engineer's report on the works was very satisfactory.

Col. LANDEMANN's report on the works was read; he stated that the drainage along the line should be completed, in order that the arches might be kept dry; he suggested that several improvements should be made, and that the whole line should be thoroughly completed to give the whole an air of "finish," which it did not now possess; he considered that by the end of next month he might promise the opening of the whole line.

A list of amounts on the Dr. and Cr. side was submitted, denominated "the accounts," but which contained several blanks hereafter to be filled up, showing also no total or balance in hand.

Mr. PHILPOTTS wished to know under whose authority the accounts had been made up?

The CHAIRMAN said, they had been made up by the secretary, under his inspection, they balanced with the company's books to the 30th June; he considered them as very favourable, inasmuch as they showed, that with a small balance, the concern might be carried out—there was a debt of 150,000l. when he first came into the direction of the company—every body must know the difficulty of getting rid of such a debt; he had to complain of the manner in which the accounts had been kept, they ought to have been open, there ought not to have been any stock-jobbing or placing the funds of the company in the hands of individuals, both which he unconditionally condemned; he felt sure that the shares would have been at a handsome premium, if the accounts had not been kept in a crooked manner; he was confident that it would ultimately be a remunerative property, that it would fully repay the outlay they had made; he trusted, that at this meeting nothing personal would be touched upon; he spoke at great length upon the unfortunate dissensions that had taken place at their board; he observed, that every thing was opposed, and deprecated the fact, that the directors could not treat with the officers of the company in a decisive manner; he said, however, he had no doubt, that every director had acted up to what he considered the true interests of the company; he courted the idea of a committee, as being the only means whereby their differences could be settled.

A PROPRIETOR rose to move certain names as members of the committee it was proposed to form; he felt that such a measure was absolutely necessary; he thought the secrecy that had hitherto been observed was very detrimental to the interests of the company; he hoped, that for the future the greatest publicity would be observed; this gentleman was prevented submitting the names—he heard the feeling of the meeting, being that the names being prepared before hand, the committee if so formed, might bear the stamp of being "packed."

Mr. WHEELER thought the statement of accounts put forward by the directors would be a disgrace to a chandler's shop, it clearly proved to him that there ought to be a committee who understood something of figures.

Mr. PHILPOTTS commented upon the accounts, and contended that the requisition was made in a perfectly legal manner; he found fault with the engineer in saying that the work was not finished, he considered it was finished when it was thrown open to the public; he perfectly agreed with the chairman, that all monies should be lodged with the bankers, and concluded by moving, that a committee of investigation should be appointed.

Mr. GOLDSMID expressed his entire dissatisfaction with the progress that had been made, and he thought it had been the worst managed concern that had ever come before the public; he was of opinion that it should be the duty of the committee to see that the works of the company offered that stability which they ought to possess, considering the vast traffic they should shortly command—the meeting unanimously agreeing that a committee was necessary.

Some conversation ensued as to the specific objects that should be decided upon—for the committee to take into consideration, whether it should be a subject of finance, or the works of the company on the line of railway, or the past acts of the directors. Some shareholders expressed themselves warmly, and personality ensued, the meeting not confining itself to the points before them.

Mr. WILSON advised them at once to appoint a committee, or else to move a recommendation to the directors that harmony for the future should pervade the board; if that was not sufficient to settle disputes, to move a vote of censure to the directors; he felt sure that they would effect nothing if they did not appoint a committee.

Mr. YATES (a director) thought it very strange that the chairman should speak now so strongly against stock-jobbing, since a short time back, as he proved by the minute book, 1000l. had been placed with his approbation in the hands of individuals; he strongly deprecated the dissensions that had arisen at the board, and observed that the company owed to him, he might say, its existence; he, with the superintendence of the company, had been the prime instrument of keeping the affairs of the company in order; he said that the Reverend Mr. McDonald took every opportunity to counteract what he had done.

Both the chairman and the reverend gentleman denied the assertions made by Mr. Yates, and after some discussion, the following resolutions were unanimously carried:—

That a committee be appointed.

That the committee do inquire into all matters connected with the affairs of the company, with liberty to call for books, papers, and documents, with power to examine the officers, and to call in an accountant, also with power to add to their number, and to report thereon to the shareholders as early as possible.

That Messrs. J. Wilson, Shadbolt, M. A. Goldsmid, J. W. Childers, B. Jeffery, H. Wheeler, and Cunliffe do constitute the committee.

That the report of the engineer, that the line will be finished and opened for the public by the 1st of September next, is very satisfactory.

That the thanks of this meeting be given to the chairman, for his able conduct in the chair.

After which the meeting adjourned.

BISDOE BRIDGE MINING COMPANY.

The annual general meeting of the proprietors of this association was held at the George and Vulture Tavern, on Saturday last.

R. HICHENS, Esq., in the chair.

The advertisement convening the meeting having been read, the following report was submitted:—

In presenting their third report, the directors beg to state, that in conformity with the views expressed at the last annual meeting, the mines of Whel Clifton and Rose in Vale, have been abandoned, and the materials mostly sold or removed to Bisdoe Bridge, to the working of which mine, the directors' attention has been since more particularly directed.

The call of 10s. per share has been paid on 3785 shares, and a subsequent one of 5s. on 3490 shares. With these funds and the proceeds of tin raised, the directors have been able to prosecute the workings of the mine; they have sunk the engine-shaft thirty fathoms from surface, have passed through the elvan course, but have not yet cut the lode beneath it, owing to the underlay not being so great as was expected; which, however, as regards the ultimate prospects of the mine, must be deemed favourable.

At the twenty fathom level, the eastern end being poor in tin, the workings there have been suspended for the present, but they are continued at the western end, which promises more favourably; from thence, and the backs of this level, a considerable quantity of tin has been and is raising. The quantity sold since last report amounts to 1007l. 12s. 11d.; to increase the returns, the present stamps not being able to crush all the ores that can be raised, the directors are now about to erect a powerful water-wheel, which will give additional stamping power.

Respecting the future prospects of the mine, they are of opinion that there will be a considerable increase in the return of tin, and that the appearance of the mine warrants the opinion that the adventure may prove successful. The accounts on the table show a balance in favour of the association of 1537. 18s. 2d., and the estimated value of the tin stuff at surface 4007., and the materials at fully 30007.

The small amount of disposable funds renders it expedient that the remaining call of 5s. per share should be forthwith made.

REDMOOR CONSOLIDATED MINING COMPANY.

The fourth annual general meeting of the shareholders in the above company was held at the offices, on Wednesday, the 4th July, 1838.

P. N. JOHNSON, Esq. F.G.S., in the chair.

The advertisement convening the meeting having been read, the directors' report was submitted; it stated that the mine was now producing regular returns, and the directors had much pleasure in informing the shareholders that so far as the lodes had been extended on they offered great encouragement; the directors had, no doubt, but that this would prove a very profitable undertaking. It appeared that the ore sold since the last annual meeting, amounted to about 64007.; the amount at the bankers, together with subsist, &c., made an available asset of 11237. 12s. 11d. The directors, in conclusion, begged to intimate to the shareholders, that they had never received any compensation for services rendered by them, at the same time, that they had commanded their unremitting attention.—Captain Rowe's report on the state of the mine was then read.

Mr. PALMER moved that the report be received, adopted, and entered upon the minutes—which was carried unanimously.

Mr. HILL moved that the same be printed, which was also carried.

A SHAREHOLDER present, said it had been intimated to him that Captain Rowe's time might, perhaps, be so much occupied as to leave but little that he could give to the affairs of this company, and suggested whether an alteration might not be made for the better.

The CHAIRMAN observed, that the whole of Captain Rowe's time was not required at the mine; they had an efficient resident captain, and Captain Rowe paid the mine such visits as were required; he had been of most essential benefit to the interests of the company in reducing their expenditure and watching over their interests generally—the directors fully appreciated his valuable services. The chairman observed, that it was the intention of the directors to prosecute vigorously the northern portion of the sett, which they were induced to do from the flattering prospects; they had also very sanguine hopes of the deep levels in the south.

Mr. W. WILKINSON thought the best way to proceed would be to make a call upon the proprietors of 15. per share, in order that the works might be prosecuted with spirit.

Mr. HILL expressed himself to be of a very different opinion with respect to the observation which had been made respecting Capt. Rowe. He thought the greatest attention had been paid to the mine; indeed, it was very evident from the reduced expenditure that had taken place in working the mine; that the shareholders were much indebted to him for his valuable services, and should move "That a special vote of thanks be given him for the ability with which he had conducted their affairs"—which resolution was unanimously agreed to.

The meeting expressed their approbation of the course the directors had pursued in working the mine, as also the measures they intended taking with respect to working the northern part of the mine. It appeared that, though the cost of working the mine would in future be greater, that the returns would be in proportion.

The question of compensation to the directors having been mooted by Mr. PALMER, who thought that no time should be lost in voting a sum as remuneration for their labour, the meeting, although they fully concurred with Mr. Palmer, thought that at the present time it would be rather premature, and the directors expressing their willingness that it should be delayed, the question was postponed, and a vote of thanks having been passed to the directors for the zeal manifested by them in conducting the interests of the company, and the efficiency with which they had discharged their duties, the meeting adjourned.

RIO DOCE COMPANY.

At the half-yearly general meeting of the shareholders of this company, held (by advertisement) at the City of London Tavern, on Saturday, the 30th of June.

THOMAS GEORGE MARGARY, Esq., in the chair.

The following report of the directors' was read:—

"We meet in compliance with the regulation which prescribes half-yearly meetings in June and December, otherwise we would have preferred waiting a short time longer, that we might lay before you the detail of the survey, which, we are informed, already extends 150 miles up the river, and is represented to have been executed in a highly satisfactory manner. We state this on the authority of the late surgeon of the expedition, Mr. Bowen, just arrived, who returned to this country on pressing private affairs. He has seen the details of the survey which your officers were working out in winter quarters at Cuité and Madureira, they having very properly deferred such work for a season when active service on the river must necessarily be suspended. We believe these details to be now on their way home.

"The postponement of the meeting would likewise have afforded us the satisfaction of stating that all the arrangements for the saw-mill expedition were completed and ready to start for the river, under Mr. Humphreys, by whose advice the timber trade was undertaken, and who has engaged to carry it into effect, by personally, on the river, directing the operations of the company. We have, however, some agreeable communications to make, having received, since we last met, various information confirmatory of the inviting view we then took of the trade just mentioned; and high as the returns from it must have appeared to you, we cannot but look forward to them with increased confidence.

"Mr. Alchorne has sent us specimens of sixty different kinds of wood, of extraordinary variety, and several eminently beautiful, stating at the same time that these are but the minor portion of the existing number.

"The information furnished by Mr. Bowen is, in like manner, of the most encouraging nature. He fully confirms Mr. Humphreys' opinion of the salubrity of the Rio Doce, and states expressly that experience has proved this favoured river to be free from pernicious miasma than any other in Brazil, and even freer than most of the rivers and fresh-water lakes of North America.

"Of the Indian tribes on the Doce, he not only declares that they are harmless, but he specially dwells on their friendly disposition and readiness to assist in river and agricultural service. Indeed, all the communications of this gentleman enhance, in our mind, the value of our enterprise—great even as we have been accustomed to consider the value.

"We may here mention incidentally a new fact, which, though little connected with our immediate object, is prospectively of too great promise to be passed in silence. We are informed that, besides the ironstone, which we knew to abound near the lower as well as upper river, limestone has been discovered in great abundance on its banks. The value of this article to colonists in a district hitherto apprehended to be barren of it, is sufficiently apparent; but to us it has prospectively a great collateral value, as a sure source of constant freight; and we are borne out in this view by the circumstance that the districts of Rio de Janeiro, as well as of Bahia, mainly depend on a precarious supply of shells for its lime, the importation of stone lime being generally too expensive.

"Mr. Bowen concludes his remarks with emphatically declaring, that to ensure the most complete success of our enterprise nothing further is required than to proceed with vigour; but we have, nevertheless, great pleasure in adding, that we received by the last packet, advices from Rio de Janeiro, which gave us reason to expect that measures will be adopted on the part of Government which will still further contribute to support our enterprise and raise it in public estimation.

"The construction, at Southampton, of our steam-vessel, though unavoidably delayed through want of the necessary materials, which were detained by the unusually long suspension of canal freight consequent on the continued frost of last winter, is now rapidly progressing, and no time shall be lost in dispatching it immediately after completion. We have to announce that payment has been made on 350 shares, together with interest thereon from 23d August, 1837."

In answer to questions directed to the engineer (Mr. Humphreys) by Messrs. Addison and Saunders, and by Colonel Nelthorpe, that gentleman stated, that the iron steamer now building under his direction at Southampton, and the saw-mill machinery, under contract in London, would be completed by the beginning of September, in which month he pledged himself to start for the Rio Doce.

The answers from Mr. Bowen to the questions of various shareholders, as to the capabilities of the river for navigation, the fertility and abundance of produce of the country adjacent, as to climate, and as to the popularity of the enterprise amongst the inhabitants of Minas, and more particularly as to the abundance, quality, and easy access to the timber, gave much satisfaction, and the following resolutions were passed:—

That the report of the directors now read be received, printed, and circulated amongst the shareholders.

That the best thanks of this meeting be given to Mr. Bowen for the highly satisfactory information relative to the Rio Doce, communicated on the present occasion.

The thanks of the meeting having been voted to the chairman and directors, the meeting was dissolved.

SOUTH AUSTRALIAN COMPANY.

The second annual general meeting of this company was held on Friday the 29th ult., at the company's office, 19, Bishopsgate-street.

G. F. ANGAS, Esq., in the chair.

The minutes of the last annual meeting were read and confirmed.

The report of the directors for the past year, the balance-sheet of the company, and an account of the lands, buildings, stock, &c., on the main land of South Australia, were then read, of which the following is a brief outline:—

"After some introductory remarks, the report mentioned the progress of South Australia, the location of Adelaide, the future metropolis, and the selection of the company's 168 acres at that town and its port. It then adverted, at some length, to the leading operations of the company—viz., their land, flocks, fisheries, and bank, detailing the progress in their several branches. The land has greatly increased in value; the preliminary sections, of which the company had 102 (nearly 14000 acres), purchased at 12s. per acre, were bringing from 30s. to 40s. per acre. Their 168 town acres (102 of which cost 12s., and 66, about 51. 5s. each) were worth from 30l. to 100l. each. The directors were letting their rural land, with right of purchase by the tenant, at advanced rates, and had already granted leases to nineteen individuals; they were maturing a plan for letting their town-land on building leases. Some unavoidable losses had been sustained in the importations of stock necessary for commencing the company's flocks and herds; notwithstanding which, they had about 3500 sheep and 150 horned cattle thriving on the pastures of South Australia. Their Bay whale fishery had been commenced, and during the first season produced about 200 tons of black oil and ten tons of whalebone. Casualties had occurred to three of the company's vessels, but, being insured, very trivial loss would be sustained. The company's bank was in active operation, rising daily in the confidence of the settlers, and doing a fair remunerating business. The report then alluded to some minor operations of the company, to the arrival of David McLaren, Esq., and the concentration of the colonial management in him; to his progress in South Australia, and preparations for the ensuing season's bay whale fishery, from which, as he proposed employing an increased force, larger returns might be anticipated. The report also mentioned the measures of the board in London concerning the calls, issue of shares, proceedings for obtaining an act of incorporation, &c., and after referring to the finance accounts recommended on the ground of the receipts for premiums on shares, and for oil sent home, together with the probable proceeds of the oil and bone shortly expected (which had been insured), and the fact of all the company's business being in active operation, that the dividend of 4 per cent. on the instalments should be continued for the ensuing year. After noticing the favourable prospects of the colony and the vast emigration thither, the account concluded by stating that the progress of the settlement had enabled the company to withdraw from several minor objects necessary in its infancy, and that the directors would endeavour still further to simplify their measures, by confining their operations in future as much as possible to the four leading objects—viz., land, flocks, fishing, and banks."

G. MORPHETT, Esq., moved the first resolution, and stated that the directors rather understated the value of their town and country lands—every town acre was worth 60l. or 70l. The country lands were expected to be allotted in March last. He alluded to reports that had been circulated against the company, which were satisfactorily explained by the chairman, and concluded by stating that he considered the company in a flourishing condition.

C. CHIPPINDALE, Esq., seconded the resolution.

W. GORTON, Esq., in moving the second resolution, for the continuance of the dividends, observed that it must be a source of satisfaction to every proprietor, and he rejoiced that the directors felt themselves justified in making the proposal.

J. WHELTON, Esq., seconded this resolution, and stated his gratification with the report and its interesting facts, and that it must be a pleasure to all to see the way in which the company was directed and managed here.

The CHAIRMAN, after stating the difficulties which attended the formation of the company, proceeded as follows:—In the first place it was necessary to purchase a given quantity of land in a comparatively unknown part of the world, 12,000 miles distant, in order to enable her Majesty's commissioners to complete the sales required by the act before a single step could be taken by them to prepare a conveyance for the emigrants, and this purchase was to be made on such terms as would render it absolutely certain that a profit should be made of it; otherwise no person could be expected to advance their money in such an enterprise. Besides this, in addition to the sales of a given quantity of land, the act required that the sum of 200,000l. should be raised by the commissioners, and invested in the hands of trustees appointed by Government, before any title could be given to the lands sold; and it may fairly be conjectured no capitalist would have advanced money on the security of lands situated in an almost unknown part of the globe, if the South Australian Company had not introduced into the proposed colony the capital, stock, and labour of British merchants, ship-owners, and artisans. This being accomplished, and having thereby laid the foundation of the work, your directors had to obtain a subscribed capital of 200,000l. before the company could be considered as firmly established; for with a smaller sum it would not have been safe to make the experiment. A sum exceeding 330,000l. has been subscribed by as respectable a body of shareholders as constitute any proprietary in the kingdom. Such was the success of these early movements of your directors that your property soon became so valuable after the sum of 200,000l. had been subscribed, which was required by the deed of settlement to constitute the company, that a premium was obtained on a further issue of shares sufficient to defray the entire expenses incurred in the formation of your company, thereby providing for the expenditure of what usually forms a heavy item of account in the ledger—viz., preliminary expenses, to be liquidated at, generally speaking, some remote period, but which in this instance is of so small an amount as to leave a considerable sum available for other purposes. Further, it was necessary that some measure should be adopted by which you would have a reasonable prospect of deriving the regular payment of your dividends for a few years at least, until your lands and commercial establishments should be brought into operation. This object it was considered might be accomplished by the erection at Kingscote of a new station, from whence to carry on the sperm and Bay whale fishing, where provisions and ship stores would always be ready, which also might prove a nursery for seamen, contributing to the extension of commerce by its advantageous position as a seaport, furnishing at the same time a stimulus to the agriculture of the whole colony by increasing the demand for produce in the shape of provisions and supplies for its shipping. Now all this was accomplished by the establishment of your whale fisheries, and without delay we purchased and fitted out four ships, two of which received their dispatches one month from the date of the formation of the company, and the others only a few weeks afterwards. In the expectation of supply from this source we have not been altogether disappointed, for a shipment of sperm oil has already arrived, and advice of a shipment of a further and considerable quantity of oil and whalebone has reached us, on which we have effected the necessary insurance. You will perceive that the returns of oil, whalebone, and remittances in bills of exchange from the colony, the amount of which I shall call your attention to more particularly here, will not only place at our disposal the means of paying your dividends for a considerable time to come, but hold forth the additional prospect of occasional bonuses, as circumstances may hereafter justify it. Having provided for this contingency, it became our duty, and a most arduous and difficult one it proved, to select men of talent and experience, who should take charge of the first expedition to the colony, and there to establish themselves by the occupation of the lands which her Majesty's commissioners had sold us, on Kangaroo Island. The company's chief officer was the first to land on the shores of the new colony, where he soon found a spacious harbour, suitable for all the purposes of navigation and trade. We justly observed that we had extreme difficulty in selecting suitable officers to take the management of our affairs in the new station, but now I rejoice to be able to say you have for officers at the head of each department in the colony men estimable alike for their talents, their experience, and their moral worth. On the departure of this little band they were furnished with ample instructions to aid in guiding them amidst the great difficulties and emergencies which are inseparably connected with enterprises of this nature. This body remained in the colony for about three months before the governor and his staff arrived from England. As no trades existed in the new colony, it was imperative on us to establish them. We had then to become carpenters, brick-makers, lime-burners, blacksmiths, boat-builders, and fishermen, and, in short, to embrace whatever was required for the advantageous and comfortable settlement of a new colony; the absence of one of them might have proved fatal to our success. It was not only necessary to introduce into the colony provisions of all kinds, but also sheep, cattle, pigs, and other kinds of stock, that the colonists might have a constant supply of fresh provisions, and from which also, when the stock had sufficiently increased, the company's ships might be provisioned. If this precaution had not been taken previous to the arrival of

the commissioners' vessels with supplies, it would have exposed the lives of the emigrants to the greatest hazard, in case of the loss or long detention of our vessels. It was simply such an omission as this that produced the failure of those great attempts at colonisation which were made in the reign of Queen Elizabeth. Your directors had to arrange this matter, so as to secure a regular and sufficient supply for the demand of the first settlers, and also afford a fair compensation for the employment of your capital. Having purchased a considerable quantity of land, which could only become valuable by cultivation, your directors could advise the company itself to go extensively into this employment, their aim being, if possible, to procure a new description of emigrants—farmers, the flower of the yeomanry of the father land, to be introduced into the new colony, where all might be assimilated to British institutions. We desired to make such an experiment in the science of colonisation that the body might ultimately become the leasehold tenants of the proprietary. This has been done, and already we can state that nineteen respectable and experienced men hold leases of your farms for a period of twenty-one years, on conditions which are likely to be as beneficial to themselves as profitable to the company. Each lease contains a power of redeeming the land by the tenants, on terms therein specified. There is, gentlemen, one other measure which claims your attention; and one absolutely necessary to complete the elements of a sound practical system of colonisation—viz., the establishment of a colonial bank. On this matter we felt it necessary to appeal to our shareholders, who promptly responded to that appeal by their unanimous consent to the establishment of a bank or banks in South Australia, as circumstances might require. Such decision did you great credit, and by it you gave an impetus to your directors that at once enabled them to surmount every remaining difficulty. A bank of your own has been established, and it is working admirably, for not only does it facilitate the negotiation of the monetary interests of the colonial government itself, but it affords also decided advantages both to the tradesmen and merchants, whose interests and convenience it consults, but we have, in addition to this, the satisfaction to state that our banking operations are not confined to the new colony—they extend to almost all parts of the world, affording thereby facilities for the transfer of property, which infant colonies have never before enjoyed until many years after their establishment. Before I conclude allow me, gentlemen, to make a few remarks on the subject of our returns. Notwithstanding our existence as a company is of so recent a date, we have the satisfaction to report that we have received remittances in bills to the amount of nearly 65000l.; and if we estimate the value of the oil which we have fished, and which we have taken care to insure, added to the sperm whale oil that has arrived here, we may fairly estimate the amount of produce from the colony at not less than 70000l. Besides which there is the amount of premium arising from the issue of shares up to the present time of 6389l., making 20,000l., while the amount that has been paid in dividends to January last is 3549l. If, therefore, the sum of 40000l. be appropriated for the dividends for the following year, you will have a considerable sum remaining. I contend, then, that, leaving out of our calculation the increased value of our land, the freights of our ships, which have been constantly trading during the past two years between South Australia and Van Diemen's Land, and our other sources of revenue, I think I may boldly assert that our concerns are in so sound and healthy a state that we cannot but persevere. It is my duty to inform you that the issue of shares will close on the 31st of next month, of which a very small number remain unappropriated. We enjoy the support of a most respectable body of shareholders, the majority of whom are, I believe, likely to prove steady holders of our stock.

An inquiry having been made about the company's shares, it was replied that only 860 remained for allotment, at 30s. premium, and that that issue would positively close on the 31st of July, and should there be any remaining undistributed of on that day, they will be appropriated to the colonists.

J. B. WHITE, Esq., begged to notice the important fact of brick earth having been discovered in South Australia, and that the company had been enabled to commence making bricks. Their land must certainly rise in value, and, as limestone and wood were procurable, it would enhance its worth. These things were so pleasing that they ought to depart well satisfied.

The CHAIRMAN, in concluding the meeting, stated that much timber had been found in the colony, also iron ore, which was considered very rich. Coal was expected to be obtained, especially as two specimens had been picked up some distance from Adelaide, which could not have been conveyed there, as the part had not been visited before by any of the settlers. Thus the resources of the colony were developing, and as it prospered so must the company succeed; therefore they had every ground for hoping that their next report would be increasingly favourable. He felt it right to allude to the steadiness and respectability of the company's present managers, who were most efficient, and gave great satisfaction.

The resolutions passed will be found in our advertising columns.

BIRMINGHAM AND DERBY RAILWAY.

A general meeting of the proprietors was held on Tuesday, the 3d inst., at Dea's Royal Hotel, Birmingham, when consent was given to the new bill, which has passed the House of Commons, and is now before the Lords, to alter the line of this railway between Coleshill and Stonebridge, and which is being obtained at the expense of the Earl of Aylesford. The new line will leave the present one on the Coleshill side of Great Packington, and proceed through the parishes of Little Packington and Bickenhill, and join the London and Birmingham Railway one mile nearer to the latter town than the line proposed to be abandoned. The new line is a quarter of a mile longer than the old one; but the levels are much better, and there will be a saving to the company of at least 60007.

MARINE INSURANCE COMPANY.

The first general meeting of proprietors was held at the company's office, 27, Cornhill, on the 28th ult.

JOHN PRIE, Esq., Alderman, in the chair.

The directors submitted their report to the 31st of December last, showing that the capital was all paid up and invested in Government securities; that the net balance of premiums, after paying off all claims and charges, amounted at the end of 1837 to 59,4327.; and that, as we understood, the 1100 shares not disposed of were restricted, by a previous resolution, to persons connected with marine insurances, and to a premium of 51. per share.

These statements, exhibiting a progressive and rapid increase of business, gave great satisfaction to the proprietors. Some discussion arose on the subject of not dividing any portion of the large estimated profits; but as the directors were able to divide 5 per cent. out of the interest account, stamp account, &c., without touching any portion of the premiums received, it was resolved that no division of profits should yet be made, but 5 per cent. interest be declared due and immediately payable.

The CHAIRMAN stated that the premiums for the present half-year considerably exceeded 100,0007.

The meeting separated, after an unanimous vote of thanks to the directors.

BANK OF ENGLAND.

A special general court of proprietors was held at the Bank, on Wednesday, the 4th inst., to elect a director in the room of the late Mr. Melish. Mr. Cotton was the candidate recommended by the court of directors. The governor, deputy-governor, and several of the directors entered the room at eleven o'clock, and the minutes of the last general meeting having been read, the ballot was opened. At its close the scrutineers reported that Mr. Cotton had been elected, and the court was adjourned.

[For remainder of "Public Companies," see page 6.]

THE DANISH CLAIMS.—On Monday a meeting of the merchants and others having claims upon the Government for confiscations of British property by the Danish Government, was held at the London Tavern, for the purpose of considering the necessary measures to enforce upon the Ministry the payment of interest upon the sums allowed as compensation. Mr. J. Shillito in the chair. After a lengthened conversation upon the subject of the claims, it was the general opinion of the meeting that to press for interest until all the claims now in course of adjudication were liquidated, would be premature, and the meeting accordingly adjourned.

IRONMASTERS' MEETINGS.—The quarterly meetings for Birmingham take place next week.—On Monday, says the *Wolverhampton Chronicle*, at one of the largest meetings of ironmasters, held at Mr. Crockett's, Handsworth, that ever took place in this county within the recollection of the oldest person in the trade, it was unanimously resolved, "that no work of repairs, &c., shall be done on the Sabbath Day in any forge or mills, but that they shall all be shut up from Saturday night until Monday morning, to give all the workmen an opportunity of attending some place of worship." And also "that all blast furnaces shall stop on the Sunday, from six o'clock in the morning until about that time in the evening, so far as it can be made practicable." The anxiety displayed at this meeting to carry out these plans to the fullest extent, by all the ironmasters present, was beyond all praise, and it is hoped the workmen will be equally unanimous in availing themselves of the opportunity thus afforded them of attending Divine Worship, and that they will fully reap the moral and religious benefits which these benevolent rules are intended to bestow.

PUBLIC COMPANIES.

MEETINGS.

ANTI-DRY ROT COMPANY.—Notice is hereby given, that there will be a GENERAL MEETING of the shareholders of this company, at the office in Lime-street-square, on Thursday next, the 12th of July, to receive the Report of the directors on the present state and prospects of the company, and to name a time for the declaration of a dividend. The chair will be taken at One o'clock precisely.
By order of the board of directors,
Office, 2, Lime-street-square, July 5. CHARLES TERRY, for Sec.

CALLS.

BORINGDON PARK MINE.—The directors of this company give notice, agreeable to the report made to the last General Meeting of proprietors, that they have this day made a THIRD CALL of TEN SHILLINGS per share, payable at the banking-house of Messrs. Williams, Deacon, Labouchere, and Co., 20, Birchin-lane, on or before the 31st day of July next. The bankers' receipt, together with the scrip certificate, to be brought to the office of the company that the payment may be duly certified.
S. CLARE, Secretary.
2, White Lion-court, Cornhill, June 29.

CORNUBIAN LEAD AND SILVER MINE, in the parish of Perranzabuloe, county of Cornwall.—Notice is hereby given that at the general meeting of shareholders in the above mine, held at Devonport on the 15th instant, it was resolved that the directors be empowered to call for a further instalment of ONE POUND per share, to work the mine; and that Ten Shilling thereof be paid on a Fourth Instalment, on or before the 23rd of July next, and the other Half when the directors find it necessary, at either of the following places:
London—The London and Westminster Bank
Truro—The Western District Bank
Devonport—The Western District Bank
where the shares will be indorsed as heretofore, to protect them against forfeiture. It was further resolved at the said meeting of shareholders, that the Forfeited Shares may be redeemed before the 23rd of July next, upon payment of the arrears of calls, with the addition of a Fine, as follows:—Those forfeited on the first call, 10s. each; Second ditto, 7s. 6d. ditto; Third ditto, 5s. ditto.
By order of the directors,
Devonport, June 20. R. LAWS, Secretary.

GREAT WHEEL CHARLOTTE MINING ASSOCIATION.—The directors hereby give notice, that a CALL of TEN SHILLINGS per share is this day made, and must be paid to the bankers of the Association, Messrs. Barclay and Co., 54, Lombard-street, on or before the 4th day of August, and it is requested that the shares and receipts be afterwards left at the office of the Association on clear day to be endorsed. All shares upon which any call is not regularly paid become forfeited according to the rules and regulations on the scrip, and such shareholders as have not already exchanged their receipts for the scrip are requested to do so immediately.
10, Lawrence Pountney-hill, July 3.

TRELEIGH CONSOLIDATED COPPER MINES.—Notice is hereby given that a further CALL of SEVEN SHILLINGS AND SIXPENCE per share has been made, payable only to the company's bankers, Messrs. Vere, Saps, Banbury, and Co., Lombard-street, on or before the 7th day of August next, and that all shares on which the above-mentioned call shall not be paid within one month after that day will be forfeited. The bankers' receipts and the scrip certificates are required to be brought to the company's office, 23, Thredneedle-street, that the payment of the call may be registered.
By order of the directors,
Dated July 3. J. BAWDEN, Secretary.

WEST CORNWALL MINING ASSOCIATION.—The directors of this association hereby give notice, that an INSTALMENT of ONE POUND per share is required to be paid within Thirty days from this date, to work the Elizabeth mine, to either of the following banking establishments, viz.,
Liverpool—The North and South Wales Bank
London—The London and Westminster Bank
Truro—The Western District Bank
where the numbers of the shares will be registered, and the payment endorsed on the scrips.
By order of the directors,
Devonport, June 20. R. LAWS, Secretary.

DIVIDENDS.

RHYMNEY IRON COMPANY.—Notice is hereby given, that the SECOND HALF-YEARLY DIVIDEND of TEN SHILLINGS per share, declared upon the accounts up to June, 1837, will be payable at their office, 7, Lawrence Pountney-hill, to all proprietors who have signed the trust deed and paid the seventh instalment, or to persons duly authorised by them to receive the same, on the 10th of July instant, and every succeeding day, between the hours of eleven and three.
JOHN FETHERICK, Sec.

SOUTH AUSTRALIAN COMPANY.—DIVIDENDS.—The directors of the "South Australian Company" give notice, that the HALF-YEARLY DIVIDEND, due the 30th instant, will be PAYABLE at the company's office on Saturday, the 14th of July next, and on every subsequent day, between the hours of Eleven and Three. The transfer books of the company will be closed from the 5th to the 12th of July.
EDMUND J. WHEELER, Manager.
19, Bishopsgate-street-within, London, June 29.

SHELLS AND MADREPORES.—To be disposed of, a small Collection formed chiefly from the Calonne, Jennings, and Tankerville Cabinets, in which nearly every Specimen is distinguished by rarity, beauty, or perfection. To prevent trouble, the price is £150, and no dealer need apply. The address of the proprietor may be had, on application, at Mr. Scripps's Newspaper-office, 13, South Molton-street, Bond-street.

THE PATENT SAFETY FUZE, for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.
"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."
Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVY, Cambridge, Cornwall.

BY HER MAJESTY'S LETTERS PATENT.

BLUNDELL'S PATENT OIL FOR STEAM-ENGINES, MACHINERY, CARRIAGE WHEELS, &c., sold by BLUNDELL, SPENCE, and Co., Paint and Colour Manufacturers, Hull; and No. 3, Queen-street, Cheapside, London.—This Oil, being quite free from acid and all glutinous and mucilaginous matter, will be found to be much purer, and decidedly more economical than any Oil offered to the public for lubricating purposes, inasmuch as two gallons of this Oil will be found to go as far as three gallons of the best Spem Oil, and to maintain the machinery in a much better condition at little more than half the expense of the latter. These statements are amply borne out by the following certificates, amongst others, from parties who have used this Oil for some time.

TESTIMONIALS:

Dartford Iron Works, 25th November, 1837.
Gentlemen,—I am reminded, by wanting more of your Patent Oil, of the promise I made you some time since, to let you know the result of some trials of its application, made under my notice at the Dartford Iron Works, in lubricating various parts of the machinery of the works, as well as in protecting the bright iron work of new machinery and steam-engines from the usual oxidizing effects of the atmosphere.

With regard to the first application of it, I caused it to be applied to spindles revolving with great velocity; one in particular, making six hundred revolutions per minute, and which formerly required to be supplied with fresh oil every hour. This spindle, I found, could be kept perfectly cool for four hours with a single application of your oil. Similar results attended its application to several other bearings, which required much attention with the ordinary oil.

In respect to its anti-corrosive properties, I find it superior to all the oils which are usually employed for this purpose, keeping perfectly moist upon the surface of the iron, and protecting it from rust for many months without any appearance of change in its qualities. I have in this respect found much advantage from its application to the bright work of a pair of large marine engines on board the Wilberforce steam-ship, which has been preserved from rust (although much exposed to the weather during the time of erecting), with very little trouble or expense.

It affords me much pleasure thus to be able to report to you, having too frequently experienced the injurious effects of the glutinous property of the oils generally used for machinery, and I doubt not your Patent Oil will recommend itself into extensive use.

Remaining, gentlemen, faithfully, yours,
To Blundell, Spence, and Co., 3, Queen-street, FRANCIS HUMPHREYS, Cheapside, London.

Garrett Oil Mills, near Wandsworth, January 27, 1838.
Gentlemen,—I have now used your Patent Oil for about six months, and I am happy to tell you that it is the best oil I have ever used for the different bearings of the steam-engine and machinery at our mill. It never clogs, nor becomes dirty, or gummy, on the working parts. It also keeps the bright work in excellent condition, with very little trouble to the engine, and very little expense of tow. I am also happy to inform you, that by keeping your oil in a fluid state, I have been able to use it during the utmost severity of the frost on the different bearings of the water-wheels, and other parts exposed to the open air, without any trouble or difficulty.

I am, gentlemen, your humble servant,
To Messrs. Blundell, Spence, and Co., 3, Queen-street, JAMES STARKER, Cheapside, London.

Southwark Iron Works, May 3.
Gentlemen,—In reply to your request, that we should give you our opinion of your patent Oil, we have much pleasure in being able to state, that the experience we have now had of it fully confirms our former opinion of its advantages. It is decidedly superior, for the purposes of machinery, to any oil or tallow we have hitherto used, and we have tried a great many sorts. It lubricates better, and keeps the machinery much cleaner. It appears free from any deposit or acid, either of which are very detrimental to machinery, especially when not in constant action.

We remain, gentlemen, your obedient servants,
SAMUEL BROTHERS.

BLUNDELL'S PATENT PALM WAX CANDLES.
These new and economical candles are superior in illuminating power, and equal in durability, to either spermaceti or beeswax candles, and at about half the price. They are perfectly free from arsenic or any other deleterious mixture, and do not require any snuffing; they are of a firm texture, and susceptible of a fine polish. As they require a high temperature for liquefaction, they are admirably adapted for exportation to hot climates. Any droppings are easily removed from carpets, table covers, &c., with a sponge and any spirit or even with hot water.

THE GENERAL SHIP, STEAM-VESSEL, AND SMALL CRAFT BUILDING COMPANY.

DRAKE'S PATENTED IMPROVEMENTS.

TO BE INCORPORATED BY ACT OF PARLIAMENT OR CHARTER.
Capital £200,000, in 10,000 shares of £20 each. Deposit £2 per share.

PROVISIONAL DIRECTORS.
Chairman—Capt. Sir J. Ross, C.B., R.N., F.R.S., &c.
Deputy Chairman—Joseph Hall, Esq.
Colonel Alexander Findlay, K.H. Aeneas M'Intyre, LL.D., F.L.S., &c.
Edward Bevan, Esq. Richard Pugh, Esq.
Thomas Wood, Esq. James Alder, Esq.

With liberty to add to their number.
Solicitor—Charles Dod, Esq., 21, Craven street, Strand.
Naval Architect—John Poad Drake, Esq. Secretary—John H. Anderson, Esq.
Bankers—The London Joint Stock Bank.
Offices—Lombard-street chambers, Clement's-lane.

This company is established for the purpose of building ships, steam-boats, yachts, colliers, barges, keels, ships' and other boats, and canal craft, with every other description of vessel, more especially by adopting Mr. Drake's patented improvements. These improvements have been strictly examined and tested by men of scientific knowledge and experience in ship and craft building, and have been found fully to justify the directors in their opinion of their great and signal importance, and the very extensive nature of the advantages and profits that must arise from this undertaking.

It is proposed to commence operations (by establishing building-yards and otherwise) immediately upon the payment of the deposits on the shares. Various applications for building contracts have already been made to the directors, and the operations will be conducted with the greatest economy and attention to the general interest of the shareholders.

Applications for shares are to be made (post paid), in London, to the Directors, at the Company's Office; or to Charles Dod, Esq., solicitor, 21, Craven-street, Strand; and at Liverpool to Joseph Carruthers Nicholson, Esq., Pool-court, at which places Prospectuses and all further information may be obtained.

SUB-MARINE and WRECK-WEIGHING ASSOCIATION,
for Recovering the Cargoes and Hulls of Stranded Vessels, and for Preserving the Lives of the Crews of Ships in Distress.

To be Incorporated by Act of Parliament.
Capital £250,000, in 10,000 shares of £25 each. Deposit £2 per share.—Calls not to exceed £3 per share, of which two months notice will be given.

DIRECTORS.
Captain Sir John Ross, C.B., R.N., F.R.S.
Captain the Hon. Arthur Duncombe, R.N., M.P.
Captain George William Manby, F.R.S., &c.
Captain Henry William Hyland, H.E.I.C.
(With power to add to their number).

BANKERS.
Messrs. Williams, Deacon, and Co., 20, Birchin-lane.
Messrs. Wright and Co., Henrietta-street, Covent-garden.
Secretary and Home Manager—Mr. H. R. Fanshawe.
Engineer and Superintendent—Mr. William Bush.
Solicitors—Messrs. Shave and Taylor, 110, Fenchurch-street.

In a report made in August, 1836, by a Select Committee of the House of Commons, it appears that about 600 vessels, valued at three millions sterling, are annually stranded or wrecked on the British coast.

To recover a portion of this property, which is now lost to the merchants and the public, an Association has been formed, under the direction of experienced nautical men, who are about, upon the most economical plan, to avail themselves of the facilities afforded through modern improvements, with which the cargoes of these wrecks may be weighed, to effect which it is intended to establish stations on the most eligible parts of the coasts of Great Britain and Ireland, under the direction of Lieutenants of Her Majesty's Navy, with a Schooner, Life-boats (on an improved plan), Indian Rubber Air-chambers, Patent Diving Dresses, as well as the necessary apparatus to save the lives of the crews of vessels in distress; to be ready, upon every emergency, to protect the property afloat; or if sunk, to proceed, without loss of time, to weigh the cargoes, so that it may receive as little sea-water damage as possible.

By the estimate laid before the directors, it appears that twenty-six stations will be amply sufficient to accomplish the contemplated object, that the first outlay at each station will not exceed £3000, making a total outlay of £78,000; and that the annual expenditure for wages, wear and tear, &c., at each station, will not exceed £1000.

The officers of the Association will, it is most reasonable to conclude, succeed in recovering one wreck in every five, the value of which, according to the Parliamentary Report, will be £300,000; but from the effect of the salt water, they will probably not produce more than one-third that sum, or £100,000; and the salvage averaging one-half, the Association may safely calculate on an income of full £30,000, from this part of the service alone, which will enable the directors to pay a half-yearly dividend of 25 per cent., leaving a large reserve fund for contingencies.

It having been suggested that so large a capital as £250,000 will not be required, the directors consider it necessary to state, in the first instance (in order that the benefits accruing to the public may not be withheld until the whole amount necessary to carry the project to its full extent is subscribed), they intend to take deposits upon 5000 shares only, which will enable them to fit out three stations, and in the event of issuing a larger number than 5000, the original subscribers shall have a preference in proportion to such number of shares as they shall have originally subscribed for.

To render the Association as useful as possible, no person will be allowed to hold more than 100 shares.

A certain portion of the shares are intended to be reserved for the principal supporters.

Applications for the remaining shares to be addressed (post paid) to the Solicitors, Messrs. Shave and Taylor, 110, Fenchurch-street, or to Mr. Fanshawe, the Secretary, at the Office, 106, Fenchurch-street.

WESTERN MINING ASSOCIATION.
For the investment of capital in the purchase of shares in approved Cornish Mines. (Proposed to be incorporated by Her Majesty's Letters Patent.)
Capital £100,000, in 20,000 shares of £5 each. Deposit £1.
Subsequent calls not to exceed £1 per share in any one year.

DIRECTORS.
Philip Frith William Chippendale
Jonathan Barrett Joseph Sterry, jun.
Henry Aggs Russell Jeffrey.

AUDITORS.
John Poulter Henry Sterry.
MANAGERS IN CORNWALL—E. A. Crouch and W. Dymond, Penzance.
BANKERS—Surrey, Kent, and Sussex Banking Company, 71, Lombard-street.
SOLICITOR AND SECRETARY.
Frederick Bankart, 34, Clement's-lane, Lombard-street.

This association was established about two years since, by a few individuals, for the purpose of investing capital in the purchase of shares in well-selected Mines in the county of Cornwall. In order to secure average profits with little fluctuation, it has hitherto been conducted on a small scale, but its constitution was framed with a view to its operations being extended, as soon as circumstances should render such a step desirable. That the time for such extension is now arrived, will be apparent from the fact, that, at the present moment, Mine shares may be purchased much under the lowest estimate of their value.

The directors are empowered, by their deed of settlement, to issue, in lieu of shares, scrip certificates, to any parties who may prefer them. These will render unnecessary the signing of any deed, but will entitle the holder to the same participation of dividends to be accepted as the scrip, and scrip certificates may be converted into shares at any time by the holder executing the deed of settlement. Confidential information respecting the property now held by the association, also of the purchases in contemplation, the present profits, and expected dividends, may be had by applicants for shares, at the office of the secretary, Frederick Bankart, 34, Clement's-lane, Lombard-street, to whom applications for shares (postage paid) are to be addressed.

REMARKS.
It is a common occurrence in Cornwall for mines to be abandoned for want of funds, even when their further prosecution would be likely, in the opinion of most experienced miners, to be attended with complete success. Some of the richest mines now worked were thus prematurely abandoned by the original adventurers, and the present companies reap the benefit of large sums expended by the former proprietors. Where whole mines are not thus abandoned, shares are continually being given up to prevent the liability of further calls: in such cases the value of the materials on the mine is payable *pro rata* to retiring adventurers, but not until after a year or two have elapsed. These shareholders would, therefore, naturally much prefer disposing of their interests to parties who would pay such value immediately.

Shares in mines that are progressing quite as satisfactorily as was calculated on, when the adventures were commenced, but raising less insufficient as yet to meet the expenditure, are often to be purchased much below their value, merely from inability in the "orders to continue their advances, or on account of the general scarcity of capital.

Mines and shares in mines, now making and likely to continue to make handsome profits, may sometimes be purchased by parties on the spot, at prices much below what would be considered a fair value in London.

To make such opportunities of laying out capital available to parties at a distance from Cornwall, the means are afforded by the "Western Mining Association," under the direction of a Board in London, with managing agents in Cornwall, who attend to the company's interests in the conduct of the mines or shares of mines already possessed by the Association, as well as in the purchase of new shares. They, however, make no purchases except under instructions from the Board of Directors, to whom they forward the opinions of confidential and experienced miners on proposed investments. They are also precluded from being concerned in any other mine business whatsoever, and from supplying materials to any mine, except under peculiar circumstances, to be approved of, in writing, by the Board of Directors.

Besides purchasing shares, the Association is ready to treat for the exchange of the shares or scrip of the Association for mine shares; and the directors invite applications of this kind, being well aware that it is often for the interest of parties resident at a distance from the mines to exchange, at a low value, such property for shares in an Association like the present.

In conclusion, the directors would observe, that it is not the least valuable feature of this Association, that it is peculiarly calculated to lessen the risks attendant on mining; for, if it be true, as is generally admitted, that mining, as a whole, is profitable, notwithstanding many undertakings are, in the opinion of competent judges, hopeless from the beginning, and many hopeful ones are prematurely abandoned, it follows, that to invest capital in selected mine shares, with a view to an average profit, is a fair and legitimate undertaking; and as opportunities are continually presented of purchasing mines for the mere value of the materials upon them, after many thousands of pounds beyond such value have been expended upon the works—of which the Association will respect the benefit—it may reasonably be anticipated that the average profit in this Association will be a high rate of profit; and experience proves that such has been the result in private companies based on similar principles.

THE WEST OF LONDON AND WESTMINSTER CEMETERY COMPANY, for all Religious Sects.

Incorporated by Act of Parliament, 1 Victoria, cap. 130.
Office, 32, Essex-street, Strand.
Capital £100,000, in 4000 Shares of £25 each.—Deposit and First Call, £5 per share, the remainder by instalments, if required.
The liability of each proprietor is limited by the Act to the amount of his share.

PATRON.
The Most Noble the Marquis of Westminster.
The Hon. Edmund Byng, Chairman.
Sir Francis C. Knowles, Bart., F.R.S., Deputy-Chairman.
With a Board of Directors.

Bankers.—Messrs. Bouverie, Norman, and Murdoch, 11, Haymarket.
The spot selected for this useful and important undertaking consists of forty acres of freehold land, on the Upper Fulham-road, about one mile from Brompton. Being thus situated in the immediate vicinity of the court end of the town, and in the very centre of the populous parishes of Kensington, Hammersmith, and Chelsea, it commands an extensive district of the highest respectability, and the site was admitted by the Lord Bishop of the diocese, in the House of Lords, in the Committee on the Bill, to be extremely well chosen and advantageously placed. The cemeteries already established have answered beyond the most sanguine expectations, the shares being only to be obtained at a high premium.

Drawings and a plan of the cemetery may be seen at the offices of the Company, 32, Essex-street, Strand, where every information may be obtained; and written applications for the unallotted shares must be made to the Secretary of the Company, Augustus Pooock, Esq., 32, Essex-street, Strand; or at the office of Messrs. Thompson and Co., 6, Waterloo-place, Pall-mall.
Interest at the rate of 4 per cent. is allowed to all shareholders on the amount of their instalments, from the date of payment.

THE EUROPEAN PATENT COAL AND FUEL COMPANY.
—Capital £100,000, in 10,000 Shares of £10 each.—Deposit £1 per Share.

DIRECTORS IN ENGLAND.
Colonel Wetherall, Managing Director.
The Right Hon. Lord Montford John Guy Eved, Esq.
Francis Kirkham Fowell, Esq. J. E. Penfold, Esq.
With power to add to their number.
Solicitor—A. H. Burt, Esq.

Bankers.—The London and Westminster Bank; Messrs. Fowell, Budd, and Co., Boulogne-sur-Mer; Madame J. G. Caccia, Paris.

This company is established for the purpose of introducing to the public discoveries of very great merit, which not only embrace a composition similar to coal, but also another substance very portable, capable of generating an intense heat, and having also the rare advantage of being applicable under circumstances in which coal, coke, wood, or charcoal cannot be used, not exhaling deleterious vapours or gases, and for which patents have been secured in England and France. A plan has been submitted by a scientific gentleman, whereby the manufacture of the coal and fuel, at a trifling expense, can be combined with that of three other articles, producing a profit of £200 per cent. A number of shares having been applied for from the continent, a limited quantity only remain to be appropriated, for which, and for prospectuses, application must be made by letter, post paid, to the Secretary, at 32, Essex-street, Strand. THOMAS ALLCHIN, Sec.

PUBLIC COMPANIES.

MEETINGS.

General Mining Association (Scotland) Sun Fire-office, Bank... July 9... 12.
West India Dock Company... 10... 2.
National Patent Salt... 20, King's Arms-yard... 10... 1.
London and Birmingham Railway... Euston-grove... 11... 1.
Anti-Dry Rot Company... 2, Lime-street-square... 12... 1.
York and North Midland Railway... York... 13... 1.
London Conveyance Company... George and Vulture... 16... 12.
South Wheel Leisure Mining Company St. Mildred's-court... 17... 2.
Wheal Henneck and Christowe... On the Mine... 19... 12.
London, Exeter, & Falmouth Railway London Tavern... 19... 12.
Colonial Bank... City of London Tavern... 26... 12.
Hibernian Mining Company... 6, Austin-frairs... August 3... 1.

CALLS.

Birmingham and Derby Junction... 10, July 7... Glyn and Co.
Glasgow, Paisley, Kilm., & Ayr R. 5... 10... Glasgow Union Bank.
North Midland Railway... 10... 12... Glyn and Co.
Blaenavon Iron and Coal Company 5... 16... As former calls.
Commercial Railway... 2... 16... London and Westm. Bank.
Midland Counties Railway... 10... 25... As former calls.
Cornubian Lead and Silver Mine... 10... 4 per cent. As former calls.
Aylesbury Railway... 5... 24... 29, Cornhill.
West Cornwall Mining Association 1... 30... As former calls.
Boringdon Park Mine... 10... 31... Williams, Deacon, and Co.
Preston and Wyre Railway & Harb. 3... Aug. 1... Spooner, Attwoods, & Co.
Northern and Eastern Railway... 5... 1... Masterman and Co.
Great Wheel Charlotte... 10... 4... 54, Lombard-street.
Treleigh Consolidated Mines... 7... 7... Vere, Sapte, Banbury, & Co.
Wheal Gilbert Mining Company... 6, Sept. 18... Grylls, Redruth, Hore, Lond.

DIVIDENDS.

East London Water-works... Office... July 10.
Rhymney Iron Company... 10s. per sh. Office... 10.
West Cornwall Mines Investment... 1s... Winchester-house... 10.
Equitable Discount... 3... 37, Great Marlborough-st. 9.
South Australian Company... 4 per cent. 18, Bishopgate-street 14.
Bank of Australasia... 4 per cent. 18, Aldermanbury... 16.
Minerva Life Insurance... 4... 84, King William-st. 21.
Commercial Bank, New Orleans... 7 per cent. London... Sep ember 30.
Standard of England Assurance... 5 per cent. Half-yearly.
City of Dublin Steam... 3 per cent. 10, Eden-quay... 1.
Llanelli Railway and Dock Company... 4 per cent.

NOTICES TO CORRESPONDENTS.

The valuable statistical paper forwarded to us by Mr. Davis, has been received, and will have insertion at an early opportunity.

THE MINING JOURNAL, And Commercial Gazette.

LONDON, JULY 7, 1838.

With our present Number we furnish the INDEX and TITLE-PAGE to the Sixth Volume of the MINING JOURNAL, just concluded; and on commencing another Volume of that publication, under circumstances, we are rejoiced to say, the most auspicious; we cannot allow the occasion to pass without some few remarks on the success which has attended our previous labours, and on the proud position in which, by the kindness of our friends, we are now placed.

The undertaking which three years ago engaged our attention, that of establishing a Journal devoted to the Mining and other great Commercial Interests, hitherto unrepresented by the press, has now been fairly weighed in the balance, and we are happy to say, has not been "found wanting." Based on the principles of fearlessness and impartiality, and pursuing an undeviating course in the fair and honourable advocacy of those interests which were embraced by our plan, it is satisfactory to know that the line of conduct which we have followed has met with general, we might almost say with unanimous approbation, and that the views we have taken, frequently under circumstances the most disastrous and perplexing, have in every instance been fully warranted and borne out by the subsequent course of events.

On glancing over the volumes of the MINING JOURNAL and its SUPPLEMENT, which are now completed, it will be seen at once that a vast mass of valuable information is here accumulated and arranged for reference, which could have appeared in no other publication, and much of which indeed, had it not been for the knowledge of so convenient a repository, might never have had any existence at all. This information, bearing as it does on the art of Mining and its kindred sciences, Geology, Mineralogy, and Metallurgy; and also furnishing a record of the progress of the Railway System, of Joint-Stock Banks, and of those matters generally which are most interesting to the speculative classes of the community, cannot have failed to produce a beneficial influence on the passing course of events, by occasioning a mutual interchange of ideas, and diffusing a correct knowledge on subjects which would otherwise have been but imperfectly known.

The accomplishment of an object which has long been strenu-

ously pursued, and which has now been brought to a successful issue, is a source of great satisfaction to the undersigned, and he trusts that the friends of the Mining and Commercial Interests will be equally so. The success of the undertaking has been the result of the co-operation of many friends, and it is a pleasure to be able to state, that the views which were originally proposed, and which have been so fully warranted and borne out by the subsequent course of events, were the result of the co-operation of many friends, and it is a pleasure to be able to state, that the views which were originally proposed, and which have been so fully warranted and borne out by the subsequent course of events, were the result of the co-operation of many friends.

The accomplishment of an object which has long been strenu-

ously advocated both in the MINING JOURNAL, and, prior to its existence, in the MINING REVIEW—the establishment of an institution for the acquirement of knowledge in the Mining and Engineering professions, has at length taken place—the University of Durham having first set a spirited and praiseworthy example, which, it has been lately announced by the Council, will be followed, before the close of the year, in one of the Metropolitan Colleges; and we observe, while writing, a similar announcement from the other. While congratulating our readers on the attainment of a desideratum so important, we cannot but feel gratified at the realisation of an object which we have so long advocated, and towards which our exertions may be considered, although indirectly, to have contributed.

As we but rarely obtrude ourselves on public notice, perhaps some little share of egotism may be excused in the foregoing remarks, and we turn with greater pleasure to another part of our duty—the acknowledgments which are most justly owing to those numerous contributors and correspondents whose communications on different subjects have so frequently enriched our pages, and afforded that information which many of our readers were desirous of obtaining, either on subjects of permanent importance or of passing interest. Many of these communications have been authenticated by names distinguished for practical or scientific knowledge, while we have had the satisfaction of knowing that in other cases where the names have been withheld, an equal degree of value and respectability was to be attached to the production. There are, indeed, but few individuals of any eminence in the various branches of science or art embraced by our publication, whose assistance, either directly or indirectly, we have not at various times received.

Relying, then, on the continued kindness of our friends and correspondents, together with the same unremitting exertion on our own part, it will ever be our endeavour to render the MINING JOURNAL the accurate and faithful representative of those important interests whose cause it advocates, and whose welfare it seeks by every honourable means to promote.

It will be seen from another part of our columns, that the "Oxford and Great Western Railway Bill" has been lost in the Committee of the House of Lords, and a complete stop put to any further proceedings with reference to this undertaking—at least during the present session. The grounds of their lordships' decision appear to have rested entirely on the opinion of certain gentlemen connected with the University of Oxford, that the existence of a railway near that town, communicating with the Metropolis, would prove injurious to the morals of the students, and the discipline of the University. This opinion may or may not be correct, we shall not here argue the question at length, although it appears to us to admit of ample refutation, and we are much disposed to think that the morals of the young gentlemen educated at King's College, within five minutes walk of the spot where we are now writing, or at the University College, which is rather more distant would not appear the less estimable, could they be compared with those of the undergraduates of the University of Oxford.

Without, however, questioning the merits of the decision arrived at, there is one circumstance which strikes us as so extraordinary as to require some notice on our part—we allude to the fact that while a considerable body of evidence was heard against the bill, from parties professedly hostile to it, the same privilege does not appear to have been granted to an equal extent to the promoters of the bill, who were prepared by counsel to bring forward counter-statements which might have represented the affair in a very different light.

When the Marquis of Breadalbane, as chairman of the Committee, announced the decision of their lordships, "that the preamble had not been proved," it was very properly observed by Mr. TALBOT, the counsel for the bill, "that he had imagined their lordships would certainly have heard counsel on that side before coming to such a conclusion. He believed such a course as that adopted on the present occasion was unprecedented." The precedent has unfortunately, however, been established, and we can only express our earnest hope, that it will remain a solitary one. Should a precedent of this kind be adopted by so high a tribunal, it might be carried to an inconvenient extent, and juries after hearing the cause of the plaintiff, might feel themselves competent to find a verdict without a full hearing of the defence.

We would direct attention to some remarks which appear in another place, on the important subject of steam communication with Brazil. The great achievement which has lately been accomplished of bringing the Atlantic under the dominion of steam navigation, offers a wide and fruitful field to the enterprise of this great and wealthy commercial country, and we shall in our next Number offer some observations on the subject.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols closed at 93½ for money, ex div., and 95½ for the opening. The New Three-and-a-Half per Cent. Annuities 101½ for money, ex div.; and the Three-and-a-Half per Cent. Reduced, 101½ for the opening. Bank Stock 205 money. India Stock 265½ 266 money, ex div., and 271½ for the opening. The premium upon Exchequer Bills 72 74, and on India Bonds 76 78.

Portuguese New Five per Cents 36½, and the Three per Cents 24. Spanish Bonds 22½, with the May Coupons; Deferred 9½; and the Deferred Bonds drawn for exchange 19. Brazilian Bonds 80½; Mexican Five per Cents 20; and Peruvian 18½. Russian Bonds 113; Dutch Two-and-a-Half per Cents 54; and the Old Fives 101½. United States Bank Stock 25½.

Great Western Railway Shares 14 15 pm.; Brighton and Blackwall at par; and Birmingham 84 pm. British Asphalt Shares 1½ pm.; General Steam Navigation 8½ pm.; and National Loan Fund ½ pm.

The revenue accounts for the quarter just ended exhibit a very favourable balance. The revenue for the year ended 5th July, 1837, was 44,075,400l.; for the year ended 5th July, 1838, 42,972,773l. The decrease on the year is, consequently, 1,102,627l.; but the revenue for the quarter ended 5th July, 1838, is 11,347,962l., while that for the quarter ended 5th July, 1837, was 10,983,580l. The increase on the quarter is 364,382l. There is an increase on all the branches of the quarter except the Excise. On the Customs the increase is 339,057l.; on the Stamps, 45,095l.; on the Post-office, 24,263l. The decrease on the Excise is 226,452l.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 95½; Exchequer Bills, 72 74 premium; East India Bonds, 76 78 premium; Dutch Five per Cents, 101½; Ditto Two-and-a-Half per Cents, 53½; Portuguese Five per Cents, 36½; Ditto Three per Cents, 24½; Railways:—Brighton, ½ dis. to par; Great Western, 13 15 premium; London and Birmingham, 84 premium, New, 24½ 25½ premium; Southampton, 42 43 per share; New, 18 19 prem.; York and North Midland, 1½ dis.

CAMBRIDGE, JULY 5.—Average standard, 110l. 12s. 0d.—Average produce, 7½.—Average price, 5l. 2s. 6d.—Quantity of ore, 4261.—Quantity of fine copper, 304 tons 18 cwt.—Amount of money, 22,004l. 8s. 0d.—Average standard of last sale, 108l. 11s.—Produce, 7½.

LIVERPOOL SHARE MARKET, JUNE 29.—Advanced prices have been given for the few purchases that have this day been made; there is, however, very little doing. 30.—But little business has been transacted to-day, nevertheless prices are steady. July 2.—North Midlands have been in demand to-day; but little business has been done. Grand Junctions are offered at 119 premium. 3.—There has been but little business done to-day. Great Westerns are still on the decline, 12l. premium being the best offer in the market. 4.—Notwithstanding the accounts from London of Westerns having been done at 9 premium, there has been a demand for shares here this afternoon, and 14l. premium is offered. Nothing else doing worthy of remark.—Gore's Liverpool Advertiser.

BIRMINGHAM SHARE MARKET.—There has been some slight alteration in the price of shares since this day week. Railways have been unsteady and fluctuating. Banking shares are firm at our last quotation, Canal shares betray a disposition to recede in price.—Birmingham Advertiser.

SALE OF ORES AT HOLYWELL.

Ticketing for Ores at the White Horse, Holywell, Flintshire, June 28.

Mines.	Tons.	Total.	Price.	Purchasers.
MOLD MINES.			£ s. d.	
Pantymwyn.....	46 ..	..	11 14 6.	Mather & Co.
South Mold.....	31 ..	..	11 5 0.	Roskell & Co.
Fawnog.....	28 ..	..	11 14 6.	Mather & Co.
Cathole.....	15 ..	..	10 18 0.	Roskell & Co.
Fawnog & round Pantymwyn	10 —	130 ..	13 12 6.	Newton & Co.
Halkin.....	— ..	23 ..	7 10 0.	Mather & Co.
Ciwt Milia round.....	10 ..	..	13 8 0.	Ditto.
Ditto small.....	21 ..	31 ..	11 14 6.	Ditto.
Costia Wall.....	— ..	21½ ..	11 5 0.	Roskell & Co.
		205½		

MINING CORRESPONDENCE.

ENGLISH MINES.

EAST WHEAL STRAWBERRY MINING COMPANY.

July 2.—Since our last communication we have forked to the twenty-four fathom level, and set three pitches in the back at Orchard. The setting of the tubwork bargains in this level we prefer deferring until our general survey. We have now communicated the new engine-shaft to the adit level by a boyer hole, which leaves about six feet of ground to beat down. At Trewithen, we have forked down to the back of the twenty-three fathom level, but having to rid attle in the shaft, we shall be some days before we can drop the lift to the bottom of the level. At Hoppett's, we have cleared about seven fathoms below the twelve fathom level, and hope by the middle of this week to clear down to the twenty-three fathom, where we fully expect to be able to let down the remaining water at Boundary by tapping the dam, which we have before alluded to. The tributaries are working generally very satisfactorily. F. EVANS.

GWINEAR MINING COMPANY.

June 30.—In the thirty fathom level north we have cut the killas, and suspended the end. In the thirty fathom level west there are some stones of tin—the ground resembles the tin ground in the twenty. In the twenty fathom level west the ground is rather hard, with stones of tin. In the winze in the bottom of the twenty fathom level the lode is two feet wide, good tin. The stopes in back of ditto, east, produce good tin. The stopes in the back of the ten fathom level, east, produce good tin. The stopes in the back of ditto, west, produce good tin. We have about 3 tons 1200 lbs. tin cleaned, and I hope on sampling day, which is on Friday next, to exceed 4 tons, which will be sold on Tuesday, 10th July, on which day I will send you a ticketing paper. C. H. RICHARDS.

ST. HILARY MINING COMPANY.

June 30.—During the past week we have been changing our two plunger poles, and rising the column of pumps from adit to surface for the purpose of lifting the water to work the crusher and stamps; to perform this work, we were of course compelled to stop the engine, on account of which we were prevented from seeing either the sixty or seventy fathom levels on Friday, and postponed our setting-day until Monday, on which day I will send you the report. The crusher is completed, and works well.

July 2.—In the seventy fathom level west of engine-shaft the lode is one foot wide, producing good ore. In the seventy fathom level east of ditto the lode is fifteen inches wide—seven inches good ore. In the stopes in the back of the seventy west the lode is one foot wide, producing good ore. In the sixty fathom level east of engine-shaft the lode is two feet wide, poor for ore. In the sixty fathom level west of ditto the lode is six inches wide, with stones of good ore. C. H. RICHARDS.

BRITISH TIN MINING COMPANY.

July 2.—Twelve Fathom Level.—Home under Robert's shaft, and suspended for the time. Let Robert's shaft to bore to the twelve fathom level, at 6s. per fathom, which I hope will be done in a day or two. We are obliged to have recourse to the borer from the badness of the air. Trevalour adit is much the same. Let to clear on the course of the lode, at 18s. per fathom. Tin sold at St. Austell, June 29th:—No. 1, 12 cwt. 1 qr. 14 lb., at 47l. 5s.; No. 2, 8 cwt. 1 lb., at 45l. 5s.; No. 3, 4 cwt. 2 qr. 25 lb., at 51l. 15s.; No. 4, 3 cwt. 3 qr. 16 lb., at 50l.; No. 5, 2 cwt. 2 qr. 5 lb., at 44l. 10.

HOLMBUSH MINING COMPANY.

June 30.—We beg to inform you that the ground in the engine-shaft is still hard. In the eighty we have not as yet discovered the lode, but still continue to drive south in search of it. The lode in the western stopes, in the back of this level, is much improved, worth about four tons per fathom. The eastern stopes, in the back of this level, has this day been set on tribute, as per setting-paper, at 6s. and 6s. 6d. The lode in the seventy west is about fifteen inches big, unproductive. The stopes in the back of this level still continue very good, of a similar quality as last reported. The seventy cross-cut is not yet gone through the Flapjack lode more than two feet, the men having been employed in opening on the north wall for advantage to drive; so much as has been seen of the lode is satisfactory, being composed of munda, lead, jack, and a small proportion of copper ore, but although not worth saving, the character of the lode is very promising, and we propose driving on its course when circumstances will permit. The lode in the sixty-two west is about fifteen inches wide, producing good stones of ore, very promising. The fifty-two west is in a lode about eighteen inches wide, worth about 16l. per fathom. The tribute pitches are upon the whole looking well. The parcel of copper sampled at Calstock quay, on the 25th, 26th, and 27th, weighed 114 tons 17 cwt. 1 qr., of a similar quality as last. F. PHILLIPS.

TAMAR SILVER LEAD MINING COMPANY.

July 2.—The parcel of silver lead ores, computed fifty-one tons, was sold on Monday last, to B. Somers, Esq., at 13l. 10s. per 21 cwt., dry ore. At the bottom end, driving south, the lode is about a foot big, producing silver lead ores. In the winze sinking from the 125 to the 135 fathom level north of the shaft the lode is about a foot and a half wide, and a little ore—it is sunk about three fathoms. In the south end, at the 105 fathom level, we have an improvement; the lode is about eight inches big, very kindly, and producing some good work. We have holed the winze from the eighty-five to the ninety-five fathom level, south of the shaft, and shall immediately resume extending the ninety-five fathom level. In the eighty-five fathom level going south the lode is the same as last reported. We have sunk the new shaft at North Tamar nearly seven fathoms. In reference to our tribute department I have little to say, most of the pitches being out, and tomorrow being setting-day. MARK JAMES.

POLBREEN MINING COMPANY.

June 30.—Captain Rowe being absent, I beg to hand you a report of this mine. The ground in the twenty-five fathom level cross-cut south of Stainsby's engine-shaft continues moderate. In the cross-cut going south of Vice's shaft, twenty-two fathom level, we have intersected one of the copper lodes, and find it to be about two and a half feet wide, composed of spar, munda, &c., not of a very favourable character. We have suspended this end for a time, and have commenced driving east on Bowl and Butt's tin lode. In the end driving west on this lode, it is about six inches wide, good work for tin. Dorcas's lode, at this level driving east, is about one and a half foot wide, producing some good work. The end going west on this lode, at the same level, is at present disordered by cross-heads, and have

not yet seen the lode on the other side; prior, however, to its being cut out, the lode was small, and rich in tin. The twelve fathom level driving west, on Dorcas's lode, is improving; it is about six inches wide, some parts of which are very rich in tin. Our tribute department remains just as usual; on the whole, our tributaries we consider are getting wages. R. TRELEASE.

ENGLISH MINING COMPANY.

Great St. George, July 3.—I would make especial mention of the levels in the neighbourhood of Burton's and Campbell's shafts, at St. George, the ninety-six fathom level at Wheal Leisure, and the fifty-two at Wheal Prudence, on the north lode; the latter though not rich is very promising, and at the ninety-six, Wheal Leisure, a marked improvement has taken place, as the pitch set on Saturday last, at 4s. in 1l., will evidently demonstrate, satisfactorily. The tribute reports of St. George and Wheal Leisure are, I think, on the whole, satisfactory; that of Wheal Prudence as usual, if anything, on the decline; before long, however, some of the new ground now laying open will, I trust, be available for the tributaries. H. HUMPHRIES.

TINCROFT MINING COMPANY.

June 27.—I beg to say that I see not the least alteration in any of our tribute bargains since my last report, but I am glad to say that some of our pitches are looking better, and I am inclined to think we shall have a larger sampling of copper ore next than last. W. PAUL.

WEST COANWALL MINING COMPANY.

Wheal Elizabeth Mine, July 3.—In the ten fathom end south there is a good branch of lead, from four to five inches wide, very rich. In the twenty fathom end south, the lode is about one foot wide, with some copper, but not rich. We set ten pitches on Saturday last—three at 8s. in 1l., five at 10s., and two at 11s. The sumpten have taken three fathoms further to sink for 30l. The ten fathom end south is let for 55s. per fathom. A cross-cut to drive east, at the twenty fathom level, to cut Bollen's lode, is let for 3l. per fathom. The twenty fathom end south, on the old lode, is let for 45s. per fathom. The filling and landing of Devonshire's and Hawton's shaft is let for 6l. per month. We shall raise for last month about twenty-four tons of copper, and ten tons of lead. W. BULLEN.

TREVORGUS MINES.

June 30.—Our engine-shaft men are getting on rapidly; the ground is making in their favour. The twenty fathom level south of engine-shaft, on lead lode; lode about eighteen inches wide, likely to produce half a ton of lead per fathom. In the ten fathom level north the lode is still disordered, but looking kinder than it has for some time before. In the ten fathom level south the copper lode is fifteen inches wide, with good spots of ore, not rich. The five fathom level is just as last reported. We expect to hole Gurney's shaft to the ten fathom level by Wednesday, we could hear each other following this morning. In the deep adit end, south of this shaft, the lode is eighteen inches wide, good spots of ore. On the 26th inst. we shipped on board the *Margretta* twenty-four tons of lead for the Tamar Smelting Works, at 10l. 8s. 6d. per ton. B. OPIE.

UNITED HILLS MINING COMPANY.

July 3.—Eastern Diagonal-shaft.—In this shaft the lode is from two and a half to three feet wide, producing some good ore. In driving the twenty-five fathom level east, the lode is about two feet wide—eighteen inches of which is good for ore. In the western end no alteration. In the thirty-five fathom level the lode is five feet wide, very good for ore. In the adit level we have not cut any more lode in the cross-cut. The lodes in the stopes, in the back of this level, is from two to three feet wide, good ore. In the ten fathom level there is no alteration in the size or quality of the lode. In the twenty fathom level the lode is still poor. In the thirty fathom level the lode is about three feet wide, with some ore on the north part. In Williams's shaft the lode is about three feet wide, good for ore. In the thirty-six fathom level, in driving east from Turton's, the lode is three feet wide, with some good ore. No alteration east of cross-cut. In the western end the lode is producing but little ore. C. PENROSE.

TRELEIGH CONSOLS MINING COMPANY.

In this report I am glad to inform you, that in the past week we have driven the thirty fathom level east of Christoe through a pretty lode, and saved about 7l. or 8l. worth of ore, of better quality than any we had above the slide, besides leaving tributaries ground in the back, and the lode appears to be going down; this level west also looks promising. The twenty fathom level is still in disordered ground. At Shauger, the thirty fathom level west, on the south lode, is kindly, the lode regular, and containing its full size; this level west, on the north lode, is greatly improved, and producing fine ore, with munda, &c., three feet wide, speedy for driving. The twenty fathom level, on the south lode, has been suspended since last survey day, and the men employed in sinking the winze under the thirty; this level west, on the north lode, is not so good, although producing ore, and opening tributaries' ground. The engine-shaft will be deep enough to drive a fifty fathom level by the end of this week, when we shall lose no time to see and open the lodes under the junction. In the twenty fathom level east of Williams's the lode is large, and has a promising appearance. W. SINCOCK.

REDMOOR CONSOLIDATED MINING COMPANY.

Callington, July 2.—The lode in the north end, at the sixty fathom level, continues without much variation, about one foot big, yielding excellent work for silver lead ores. Captain Rowe, in conjunction with myself, deemed it necessary to suspend the driving of this end for the present, and apply the men to rise in the back of this level, so as to communicate a winze with the level above; we anticipate this work will occupy the men from three to four weeks; this winze, when completed, will be of an important advantage, a footway will be placed in it, and in consequence of this, if the engine should stop for a short time, the men employed at the bottom level can continue on their work, which they could not do if there was no other way for them to escape but through the engine-shaft; it will also ventilate the extremity of this level. In driving south, at this level, and also east on Johnson's lode, I see no alteration since my last worthy of notice. The lode in the fifty fathom level north continues to look well, producing good work for silver lead. At the forty fathom level south, the lode is from eight to ten inches in width, yielding good stones of lead ore. In Johnson's winze-shaft the men are performing the necessary work to be done previous to sinking the said shaft below the forty fathom level, which will be completed in a few days. Respecting the tribute department the pitches are looking favourable, and on Saturday, the 30th ult., we held our monthly setting, and set eleven pitches, varying from 2l. to 9l. per ton for silver lead ores. Seven others, whose time is not out until the setting for August, making in the whole eighteen pitches. S. HARPER.

CORNUBIAN MINE.

Chiverton, July 3.—Our eight fathom level west, on the Chiverton lode, is not as well as when I wrote you last, but still there is lead in end; it is best in the back of the level at present, and ground very favourable for lead, as the general run of lead dips west—I think we shall have a good lode there again soon; we have had a sample of this lead assayed, and find that its produce is 13½ for 20 lead, and 74 ounces of silver in a ton of lead. We have set our engine-shaft to sink to the forty fathom level for 100l., and 15l. for putting in bearers, cistern, casings, footway, and all that is wanting to be done in the shaft to the forty fathom level. Our thirty-two fathom level west, on the Chiverton lode, produces lead, but not rich. Our twenty-four fathom level east, on the Chiverton lode, is improving, having a rich branch of lead in this level. Our twenty-four fathom level, east and west, on the west caunter, produce good stones of lead, and lode very kindly. We have put the four men that were in the adit to sink the western shaft from the eight fathom level to the sixteen fathom level; when this is completed we hope to raise a large quantity of lead from this bunch. We have put two men to drive the sixteen fathom level east, on the west caunter. We have got a very good lode in one of the pitches on the Chiverton lode, about six fathoms west of old engine-shaft, between the sixteen fathom level and the twenty-four fathom level. We have now about twenty-three tons of lead dressed, and about fourteen tons undressed. JOHN BORLASE.

FOREIGN MINES.

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, April 3.—Produce.—The amount of produce for March is 6069 oitavas, being the best we have hitherto produced; it does not represent the actual produce of the month, as it is estimated that the unredressed sand in arrears should contain about 720 oits. of gold, the greatest portion of which belongs to March.

IMPERIAL BRAZILIAN MINING COMPANY.

Gold produce from 9th to 18th April, nine days (two holidays).—Stamps, 16 lbs. 9 oz. 16 dwts. 9 grs.—29 lbs. 2 oz. 17 dwts.—Total, from 1st of Jan. to 18th April, 377 lbs. 4 oz. 2 dwts.

BRAZILIAN COMPANY.

Cata Branca, March 19.—You will be sorry to observe that we still fall short of the required supply for the stamps. On firing the first holes in the "overhead lode," it came away in such large masses, that four of our stull pieces were sprung, thereby preventing us from taking down more until they are replaced, which will, I hope, be this week. All else has gone on well.

March 25.—Since I addressed you nothing of moment has occurred; last night the new stull was once again made good, and to-morrow I intend recommencing upon the "overhanging lode;" if the stull does not again fail us, there will be no more falling short of the supply of ore necessary for the stamps. Last night the spindle which works the agitators of our amalgamating apparatus broke, which obliged us to turn the sand over the strakes; by the next or following post, I will inform you the result of the experiment.

April 4.—The gold report shows the result by amalgamation of the ore stamped by "Carpenter's stamps," I feel confident no gold has been lost,

the sand having been regularly passed over strikes, and washed most carefully; the small produce may be attributed to the general poorness of the lode, which has been principally from the south-eastern part of the mine, and which you are aware is inferior to the western. I am grieved to forward such continued bad gold reports, but we have not yet got rid of the effects of the accident. In order to prevent, as far as possible, the recurrence of a similar evil, I have deemed it right to support the western ground, every here and there, by strong timbers, which has prevented our working there, added to which, seeing the manifest advantage that will arise from being able to defer further sinking until the deep adit is up, I have applied a few pairs of men to bring up a stope from No. 8 sink, with a view to ascertaining how far it will answer to at once commence working that ground. So immediately close to the engines as it is, it would relieve us materially. I can as yet give no opinion, but I do not despair its proving as we go in depth equal to any other part of the mine. Some of the samples have been rich, but aware of how little dependence is to be put in samples of such small weight, I have secured enough for twenty-four hours stamping, the result of which you shall be informed the next post. I have also commenced driving an end north-west of "Jacara" in the "Fernaço," or softer ground next the flat wall of the lode, which at that place, as I have before acquainted you, has by the cross-course been here considerably. Three fathoms will cut the Olho "Ourafino," when I purpose opening through to the hanging wall, and if it be similar to the rest of the lode, we shall immediately have a large mass of ground to work away upon. I can say nothing yet of the value of the overhanging mass south-east of the old winch, the holes having torn badly, enough has not been broken to stamp from that part alone. You will be glad to hear the stull stands well.

April 9.—I cannot give you the result of stamping either of the stone from surface or deep adit west; the latter, the old stamps have been entirely kept, and the sand is now in the barrels. The next post I shall be able to speak to both, and I hope satisfactorily. The hoppers are once again, I am happy to say, well supplied, and I trust we shall not have any further falling short.

April 14.—The gold report, ending yesterday, owing to the illness of two of the washers, is not yet ready. The produce from eighty-four hours stamping by old stamps of the deep adit will be with washing up, &c., 11 oz. 3 dwts., which, although not so good as I anticipated, does better than allowing the stamps to remain idle. I shall continue to carry forward the stope for the purpose of proving the whole length of the lode. As we get more ground over our heads, we may find it of more value. Where the stone stamped came from, there is not more than three fathoms, which is nothing, and inclines me to believe that deeper the numerous lines which there fall in will make good. In the north-west end, we have not yet reached the "Olho Teno;" the other parts of the mine present the same aspect. The "Olho Major" (which we are just entering), I may say, is much larger than I ever saw it. The few stones yet broken do not show so well, but we are hardly enough back to decide, and after all it is not the stones which show most coarse gold that give the best result. The numerous holidays at this season of the year, together with the unusual heavy rains, have tended to retard our various heavy surface jobs more than I could wish; all, however, is doing that can be.

April 19.—I have little to report respecting the mine. The falling short of the produce I attribute to the quantity of country, which of necessity has gone down with the "surface lode." We have now nearly reached the "old bottoms," after which, a week or two's stamping will prove how far it will answer, if it does (and which I do not doubt), it will be of more import than an additional force of fifty men. The north-west end will this week be in enough to commence taking down the lode to the "hanging wall," when we shall see what may be hoped for from that quarter. The stope in the "deep adit" looks well, and the lode there is full twelve feet wide.

April 24.—The gold report of the last week is, indeed, a melancholy document—unworthy of Cata Branca, but the same cause as was assigned for the insufficiency of its predecessor must attach to it. The back of the lode, from whence came nearly all the stone stamped, has to a certain depth been worked out in former days, in both its hanging and flat walls—next which run lines of greater or less width and richness of softer stone. The vacant space, of course filled up with the wear and tear of the adjoining rocks earth, &c. (utterly worthless), has of necessity been taken to the stamps; and, consequently, I cannot yet fairly assume that the poverty of the gold report arises from the poorness of the lode. This week will throw more light upon it, when, if I find it will not answer, I must return to the bottoms. Indeed, as a preparatory measure, I yesterday commenced sinking, and I am glad to say the stones from that quarter are all right. The north-west end being in enough, we have commenced to open the lode to the hanging wall. I hoped to have sent you the result of a sample, but I do not feel sure that in the one made some of the shaft-stone did not get in—it was too rich. Little more has been opened up on the Olho Major; if it does not make rich this stope, I feel sure it will the next. Stones of more approved appearance I never saw. Since the last trial the running amalgamation has not been continued, only from wishing that nothing should interfere with the carpenter who has quite enough to attend to in the building the new mill. Our difficulties are at present great in hauling and tramming the stone after it is broken, and this must continue until the deep adit is up. These, however, and other difficulties, are but temporary. The mine, I firmly believe, to be one of the surest in this country, and when all things are in order, it will, I feel sure, reward you amply for the trial of patience to which you have been subjected.

W. COTESWORTH.

Gold report from 10th March to 20th April, 39 lb. 9 oz. 8 dwts.

The following letters relate to Conceicao:—

Cata Branca, March 24.—I am sorry to state, that much difficulty still attends our sinking Paula Santo's shaft, so much so, that on the 21st I desired Captain Scott to immediately secure it as effectually as possible, and, having done so, to commence driving to cut the line just west of the fundoes. I hope he may be able to comply with my directions, but from a few lines which I received last night, I am doubtful whether he will be able to do so. A run, he informs me, had taken place and filled the shaft from the bottom up three fathoms. They were busily employed taking the necessary measures, and it will be a great relief to me when they have succeeded in remedying the evil; I mean in so securing the shaft as to be able to drive from it. If they fail in doing this, our only way (of course a deep level is out of the question), that is, I should not feel justified in commencing one without your directions is to sink the old air shaft enough to drive from it, removing the engine there, but I will not anticipate evil. All else goes on satisfactorily.

April 4.—My last, under date the 24th ult., informed you of the unpromising state of Paula Santo's shaft, and the great fears I entertained of their being able to secure it. I am now happy in having it in my power to report that that important point has been effected, and that (as yesterday) they would commence the level. I likewise acquainted you I had directed to be at once driven to cut the line; a short time will suffice to show the progress which may be made, when some calculation can be come to as to the time it will occupy. It is only to be hoped we may "come in" under the old bottoms; however, if not, I feel sure we shall be able to sink a fathom or two more quickly than in the shaft. All the other works Captain Scott informs me go on steadily.

April 19.—I am glad to inform you that Captain Scott reports all going on well at your establishment. The "level" from Paula Santo's shaft had been driven three fathoms, and as softer ground was coming on, I hope greater progress will be made. The shaft has been quite secured, and the water as yet met with in the "level" has been much less than could have been looked for, which circumstance, together with the dry seasons having decidedly set in, inclines me to hope we shall, without further let or hindrance, reach the object of our labour.

W. COTESWORTH.

NATIONAL BRAZILIAN MINING COMPANY.

Cococa, April 18.—I have the pleasure to hand you the mining report No. 133, and though the Easter holidays have retarded our progress, and consequently influenced our produce during the last ten days, I repeat my conviction most confidently, that ere a very short period has elapsed, we shall have commenced a new era as regards our mining operations here. We are contending against many difficulties with an inferior force; notwithstanding this, however, but a few posts more and I hope to enjoy the heartfelt satisfaction of demonstrating what our veins are capable of yielding by a reference to our old gold returns.

CANDONGA MINING COMPANY.

Candonga, April 1.—Mina de Pedra Bottoms.—The works have been carried on throughout the month without anything particular occurring; the returns from the stamps show the improvement mentioned in my last report. Mina Mestre Shaft (Moore's level).—The driving out towards the supposed channel of soft ground, was carried on for about two fathoms, when we cut an iron branch, mixed with quartz and calcareous spar; on this rests the soft ground, which we were in search of; this level has been driven fifteen fathoms during the month, thirteen fathoms have been on the branch, of which I shall speak more fully under the head Deep Adit.

Whitford's Winze.—Employed at the bottom of this winze, in driving a level on the course of the Mina de Pedra branch; two fathoms have been driven during the month; this pair of men also have been engaged in repelling the shallow adit where it was required from its mouth to Mina Mestre shaft, also in a similar manner in the deep adit and shaft.

Deep Adit.—Thirty one fathoms four feet have been driven within the month; after we had driven in about twelve fathoms, the men met with a large cross-course, beyond this nothing has been seen of the jacotinga or lode; finding that Moore's level was advancing on the same course (which I shall now call the lode), having for the under side or foot wall hard, and the upper side soft ground, I concluded that by gaining a little ground towards the under side or footwall in the deep adit, we should find the same lode,

but as yet we have not discovered it; in referring to the map which will now be sent, it will be seen that the course of Moore's level was driven on the great jacotinga and Mina Mestre branch, until it reached the second cross-course, when the regular jacotinga disappeared. After driving the two fathoms as before-mentioned, we discovered the branch, on which we have since been driving; it has the same appearance and character as the one we have been driving on for the last three months in the deep adit. It may now be concluded, that the jacotinga course which was formerly called the cauter lode, is the real Candonga lode, so that the mystery expressed in the December and subsequent reports, appear all to be in a great measure removed, the only thing wanting to be made clear is, the re-appearance of the lode beyond the last cross-course cut in the deep adit.

J. DALLEY.

April 3.—The gold troop in charge of Mr. Hagan, will leave this tomorrow morning; with it will be forwarded the ground plan and section, and refer you to the same.

Villa de Principe, April 8.—I advised you by my last respects, under date 3d inst., that we had it in contemplation to leave Candonga on the morning. I have now the pleasure to inform you that we have accomplished our journey in safety up to the present time, and that the duty of 5 per cent. has been legally paid; I feel now much more certain that on the former occasion, since I am well assured that I can satisfy the authorities in this place without incurring any risk whatever, and since I have seen an official dispatch, addressed to the treasurer here, directing him to take charge of the duty of 5 per cent. paid on the gold raised by the company, there cannot exist any doubt as to the firmness of the contract under which the company was originally formed. The troop, as I have already made known to you, leaves this to-day, and I trust that it will arrive in Rio in sufficient time, so as to arrive in England by the March packet. The gold having been weighed at the treasury amounted to oits. 24,665, on these a duty of oits. 1233, at the rate of 5 per cent. was paid; the weight in troy which now leaves this place is 225 oz. 2 dwts. 15 grs.

A. F. GOODRIDGE, M.D. Gold Report.—Total up to 2d March, 218 lbs. 2 oz. 12 dwts. 9 grs. Ditto to 2d April, 18 lbs. 10 oz. 7 dwts. 15 grs.—Total, 237 lbs. 1 oz.

A. F. GOODRIDGE, M.D. E. W. J. LOTT. F. W. HAGAN.

PROCEEDINGS OF PUBLIC COMPANIES.

[Continued from page 3.]

LONDON DOCK COMPANY.

The half-yearly general meeting of the proprietors in this company was held at the Dock House, Prince's-street, Bank, on Friday, the 6th inst., for the declaration of a dividend, and the election of directors to serve for the ensuing year.

Mr. S. CATTLEY in the chair.

The minutes of the last court having been read, the CHAIRMAN stated that a report of the company's proceedings for the half-year, ending on the 31st May last, would be read. Mr. J. D. POWLES (the secretary) read the report of the directors. It stated that in the last half-year 324 loaded ships had entered the dock from foreign ports, of the aggregate tonnage of 66,306 tons. In the corresponding period of last year, 327 loaded vessels had entered of the tonnage of 65,504 tons, and showing an increase of tonnage on the past half-year of 802 tons. The earnings in the past half-year had been £131,812. 15s. 9d. against £132,624. 12s. on the first six months of 1837, showing, therefore, a slight decrease of income. The report stated, however, that as regarded the general business of the dock for the year, an increase had occurred. The decrease of earnings in the last half-year was occasioned by the deficiency in the importation of tobacco, and the consequent reduction of income on account of premises belonging to the company, leased by the customs. The expenditure for the last half-year had been £84,481. 13s. 6d. In the same period of 1837 it was £82,549. 18s. 3d. The net profit for the last half-year, was £47,331. 2s. 3d.; and the directors were enabled to recommend that an increased dividend of 11. 7s. 6d. per cent. upon the capital stock of the company, for the half-year, should be declared. The stock of goods in the dock warehouses, on the 31st May last, was 68,213 tons, and at the same period of last year 70,608 tons. The report further stated, that for the accommodation of ships loading, the new quay was in progress of erection at an expense of about £12,000. A statement of accounts was also read, upon which the report was founded.

The CHAIRMAN expressed an opinion, that the trade of the port of London would, in the next half-year, be more favourable than in the last. He did not believe that, as regarded the docks, there would be a less cheering report presented at the next half-yearly meeting than had been laid before the proprietors that day.

After some conversation relative to the affairs of the company, the dividend was agreed to, thanks returned to the court of directors, and the election for directors having been gone through, the meeting adjourned.

SOUTH SEA HOUSE.

On Thursday a general court of the proprietors of stock in this corporation was held at the South Sea House, for the purpose of declaring a dividend for the past half-year, and upon other affairs.

CHARLES FRANKS, Esq., in the chair.

The minutes of the last court having been read, as well as the financial statement of the company for the past half-year, the CHAIRMAN stated that it appeared by the accounts just read, that the amount to be provided by Government for the payment of 1½ per cent. on the capital of the company, as guaranteed by Act of Parliament, was £4404. 15s. 11d., for which an application had been made to the Treasury. He moved that the dividend be agreed to, which was carried. The chairman then stated that he had addressed the Lords of the Treasury, requesting them to reply to a memorial addressed to their lordships by the general court of proprietors, calling for the completion of the guarantee fund which was pledged to the company in consequence of the abolition of the South Sea duties in 1836. A reply had been received, which stated that the Lords Commissioners of her Majesty's Treasury had had before them the memorial of the court of proprietors for the immediate completion and transfer of the guarantee fund. Their lordships were of opinion that the company were not entitled to claim the immediate completion of that fund, which would also be contrary to the public interests. Their lordships admitted that the company were entitled to compensation for the repeal of the South Sea duties, and they were ready to apply to Parliament to grant such compensation. Their lordships had taken the average amount of such duties received in the ten years preceding 1836, and they proposed to introduce into the Customs Bill a clause granting the company an annual payment of £3720.1 until the guarantee fund was completed, the payments to commence from 1837. The chairman then stated that the directors had addressed a letter to the Lords of the Treasury protesting against this decision, as the duties received in the last ten years were not a fair average, many sources of income possessed by the company having been previously repealed, without the consent of the proprietors, by the operation of the Reciprocity Acts. The directors thought that £6000. per annum ought to be the lowest amount the company should receive.

A PROPRIETOR concurred in this opinion, and moved a resolution to the effect that the holders of South Sea Stock had moved with regret and disappointment the contents of the letter from the Treasury; that their claim to compensation being admitted, they would not be parties to the plan proposed, and requested their lordships to reconsider their decision. The honourable proprietor considered that their just rights had been infringed, and if no impression could be made on the Lords of the Treasury, that legal advice should be obtained with the view of enforcing them upon the Government.

The CHAIRMAN considered that as the guarantee fund was to be completed, the smallness of the annual payment would only take a longer time to accomplish this object than if a larger sum had been named.

After some conversation, in which it was admitted that to place the company in a hostile position with the Lords of the Treasury, or with the Parliament, would be very impolitic, the resolution was amended, and the confidence of the meeting voted to the directors for their past services, with the expression of a hope that they would continue to act for the interest of the proprietors.

RAILWAY COMPENSATION CASE.—EXTRAORDINARY DIFFERENCE BETWEEN THE CLAIM AND THE AWARD.—A court of compensation was held at Colchester on Saturday, to determine the sum to be paid to Lord Western by the Eastern Counties Railway Company for land required by the company, and for injuries done to his lordship's estate by the passage of the railway through it. The total amount of his lordship's claim was £13,369.1; the award of the jury £2519.1. His lordship demanded £10,000. for the deterioration which his estate would sustain by the railway; but the jury awarded nothing for this part of the claim. Mr. Serjeant Talbot and Mr. Knox appeared for the claimant; Sir William Follett (who was specially retained with a fee of three hundred guineas) and Mr. Austin for the company.

STEAM NAVIGATION.

We have seen a proposal for the formation of a company for the establishment of a monthly line of steam-ships between England and the principal ports of Brazil, including in the route the Peninsular ports of Oporto and Lisbon, and the islands between the latter port and Brazil.

The project is undoubtedly a feasible one, and from the many and great advantages it offers to British commerce, it is not likely, under judicious management, to fail of success.

The voyage proposed by these steamers will embrace the commerce between England and Portugal, England and Brazil, Portugal and her colonies of Madeira and Cape Verde Islands, Portugal and her former colony of Brazil, and the traffic between the intermediate ports. Nor are the British possessions on the coast of Africa, Sierra Leone, the Niger, &c., or of the French territory of Senegal, to be lost sight of, in such an undertaking, the former being within two days, and the latter within four days, of the Cape de Verde Islands.

But independently of these collateral considerations, the success of such an undertaking as the one to which we now refer, seems to be almost guaranteed by the magnitude of the commercial relations between this country and Brazil itself.

The commerce of Brazil with Europe amounts to 5,000,000l. annually, of which 3,500,000l. is with England. In 1836 the number of British vessels entering the ports of Brazil were 174, of 42,000 tons. This is a growing commerce, too; and it is not to be doubted that it would be rapidly augmented by the facilities which steam navigation would afford. Within the last two or three weeks, six vessels have sailed for various ports of Brazil from Liverpool alone; one of them—the *Mangalore*—for Rio, being of 876 tons. There are now loading in that port, we understand, no fewer than five vessels for Rio; four for Bahia; two for Pernambuco; one for Maranhão; one for Para; and another for Senar;—the aggregate tonnage being 3500; and during the last year no fewer than 182 vessels for Brazil cleared from Liverpool. All persons engaged in the South American trade know how great are the advantages of a speedy voyage thither, especially with particular descriptions of merchandise; and the impetus that would be given to the demand for British commodities, if the voyage were reduced more than one-half in time—as it would be by the employment of steam—may, therefore, be readily conceived. A line of steam-packets running northward from Pernambuco down the Brazilian coast is already established, under the superintendence of Mr. George Naylor, of Liverpool, which, with the present undertaking, would form an entire steam communication between Europe and every part of that country; and it would be open to further enterprise to continue the line 1060 miles further southward, to Monte Video, Buenos Ayres; and, in fact, to bring the whole eastern coast of South America in direct communication by steam with Europe.

The importance of establishing such an intercourse may be at once seen in the extent to which the Brazilians are multiplying the facilities of internal communication. In the bay of Rio there are now seven steamers belonging to a company which has, during the last three years, paid a dividend of from 20 to 28 per cent. The Brazilian government possesses three steamers. Five steamers, of 400 tons each, are now, or were lately, building for the coast Post-office line, from Rio to the Amazons, by Messrs. Wilson, of Liverpool; and an arrangement recently made by the legislature of Bahia, guaranteed by the general government, ensures the launching of four steamers, at an early period, for that populous province. A similar arrangement has been made for the province of Maranhão; and a steamer is about to start from Southampton, to open an inland conveyance up the Rio Doce to the province of Minas Geraes; and another, for the province of Alagoas, is to run between that province and Pernambuco. Thus, it appears, that within the next six months Brazil will have no fewer than twenty-five steamers in active employment.

The practicability of navigating the Atlantic by steam is no longer a problem, and the route from England to the Southern Atlantic, as is remarked in the prospectus of the proposed company, has many natural advantages over that to the northern, which render this voyage even more certain than the other. "After traversing the Bay of Biscay, the voyage from Lisbon is one of comparative ease, by reason of the absence of those gales which are met with in the Northern Atlantic; and the frequent dead calms which occasion so serious a detention to sailing-vessels, in traversing the Southern Ocean, will operate differently on steam-vessels, as instead of retarding, they will expedite the voyage. The distance between Bristol and New York, lately traversed by the *Great Western* and *Sirius* steam vessels, is about 3000 miles, without any intervening port or station for the supply of fuel. The longest run in the proposed voyage will be from the Cape de Verde Islands to Pernambuco, which is only 1550 miles long, and even this may be reduced 300 miles, by a call at the excellent watering port of the island of Fernando de Noronha. Coals, instead of being taken on board for the whole voyage, can be obtained at the different ports and islands at which it is intended that the company's vessels shall touch, that article being carried out by trading vessels as ballast."

It only remains to show the estimated time that will be consumed in making the voyage, at the rate of eight miles an hour. It is thus computed:—

	Distance.	Time.
From Falmouth to Lisbon	790 miles ..	99 hours.
From Lisbon to Madeira	525 " ..	65 "
From Madeira to Teneriffe	270 " ..	33 "
From Teneriffe to St. Jago de the Cape de Verde Islands	935 " ..	117 "
From Cape de Verde Islands to Pernambuco	1550 " ..	194 "
From Pernambuco to Rio de Janeiro	1111 " ..	138 "
	5181 m.	648=27 d.

"The voyage to Rio by sailing vessels averages fifty days (one of seventy days being not unfrequent), which by steam communication will be reduced to a certainty to thirty-two, with a probability of frequently accomplishing it in twenty-five, including the calling at five intermediate ports, at one-day each."

We have devoted some space to the consideration of this subject, under a strong conviction that it is of considerable importance to the mercantile classes of this country, and with a hope, therefore, of rendering some aid towards the realisation of the company to which we have referred.—*Shipping Gazette.*

GLASGOW AND Ayrshire RAILWAY.

The foundation stones of the bridges over the Garrock and Irvine rivers were laid with great ceremonies on last Thursday week, the coronation day. The whole of the masonic bodies in the neighbourhood, together with the directors of the different railway companies, and the chief proprietors on the line, attended the procession, which consisted of several hundred persons, and the whole population, to the amount of four or five thousand, followed, and were favoured by the most delightful weather, which enabled them to enjoy the splendid scenery for which that neighbourhood is so distinguished.

In the evening, about five o'clock, a number of the railway directors and office-bearers, and other gentlemen interested in the undertaking, sat down to dinner in the Eglinton Arms Inn.

The CHAIRMAN (Mr. J. Miller), after proposing several patriotic toasts, came to that of the evening—"The Glasgow, Paisley, Kilmarnock, and Ayr Railway," which was drunk with three times three cheers, and one cheer more.

Mr. LEADBETTER (the croupier), was called on by the chairman to propose a toast. The toast which had been entrusted to him was, "The health of the Lord Lieutenant and the county of Ayr." The Earl of Glasgow was well known to them for many qualities, but he was distinguished in a particular manner by his not opposing, although he was deeply interested in the county, both as a road trustee and as a landed proprietor, the undertaking in which they had engaged—it was well-known that in the projection of railroads land proprietors studied to make objections, on account of which they managed to compel the projectors to pay exorbitant prices for the ground which they required; but it was very different with the Earl of Glasgow, who had always studied to promote the undertaking. There was another sentiment coupled with the toast—the county of Ayr. Respecting the desired prosperity of the county of Ayr, he required to say very little. When he considered the effects of this railway, he could not but look upon the projection as a matter of considerable importance, not only to the town and county of Ayr, but also to Glasgow and Lanarkshire. The county of Ayr stood pre-eminent for its fertile and well-cultivated land, its classic streams, its superior breed of cattle, and for the management of the dairy. It would be an important event to Glasgow could these advantages be made available by such a connexion as the railway would bring about. No doubt the connexion would send a portion of the great wealth of Glasgow into the county of Ayr. Gentlemen farmers are useful to the country, although not generally beneficial to themselves. Many gentlemen would erect along the coast marine villas, induced by the near connexion with the city of Glasgow to select those delightful situations which were to be found in the county of Ayr. He trusted they all heartily joined with him in drinking the Lord Lieutenant, and prosperity to the town and county of Ayr.

Mr. MURIE McCREADIE gave "The Glasgow, Paisley, and Greenock Railway."

The CHAIRMAN gave "Mr. Miller, the engineer of the company." Mr. LEADBETTER proposed "The Town of Kilmarnock, and the prolongation of the company's line from thence to Carlisle," and went at some length into the question as to what line should enter Scotland from England. He stated that the summit level of the line by Moffat would be 1000 feet, and that by Dumfries and Carnock 500 feet; that means were taken to get a survey of the line, by which he had no doubt it would run that the latter would be the more practicable, and would have a greater population on the line to support it. He admitted that the extension of the London line to Edinburgh or Glasgow must be encouraged by Government, otherwise it

would not be undertaken by private enterprise.—Mr. Leabetter again rose and proposed "Mr. Watson, the late secretary, and Messrs. Bannatyne, the agents of the company."

Mr. WATSON returned thanks for the too partial manner in which Mr. Leabetter had alluded to his exertions in forwarding the undertaking, and said that any thing which he had done was prompted, not from any private friendship for the directors or shareholders, for whom he entertained the highest respect, but solely because he considered that the railway would be alike profitable to every one who embarked in it, as it would be beneficial to the country. It was impossible to look at the manufacturing and populous towns of Renfrewshire and Ayrshire, to the cotton manufacturers of Johnstone, to the woollen works of Kilmarnock, to the manufacturers of cotton both carried on in Paisley and along the line in Beith, Lochwinnoch, Dalry, Kilwinning, Saltcoats, Irvine, Ayr, and on to Maybole and Girvan—then to look to the agricultural productions of Ayrshire, and afterwards to the bed of mineral which lies buried under its soil, extending from Irvine to Ayr, and across the country to Kilmarnock, without feeling that it was indispensable that these places should be connected with the eastern and western metropolises of Scotland. If the present traffic, by merely doubling the passengers, is sufficient to yield a dividend of 11 or 12 per cent. (and it is so), why the new sources of revenue that will be opened up will, in my opinion, render this one of the most profitable undertakings in the kingdom. There is one point which has not been adverted to, and that is the cheapness of execution. While several railways in England have cost 30,000l., 40,000l., and even 50,000l. per mile, this line (with the exception of the portion between Glasgow and Paisley, which will cost from 20,000l. to 24,000l. per mile) will not cost more on an average than 9000l. or 10,000l. per mile; so if you have even a fourth of the traffic now going on English lines, you will have as large a dividend as has yet been paid by the Great Manchester and Liverpool Railway.

Many other toasts were drunk, and the party separated, well satisfied with the excellent arrangements that had been made for their comfort.—*Glasgow Courier.*

ORIGINAL CORRESPONDENCE.

WEST WHEEL BROTHERS MINE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The letter inserted in your valuable Journal of Saturday se'night, signed "A Subscriber," inquiring why so great delay had occurred in the promulgation of the dividend of the assets of this mine (the secretary having declared that all the materials were sold and their proceeds realised weeks ago), has, it would appear, so far accomplished the desired object, as to produce in your last paper a notice from the worthy directors, to the effect, that the "shareholders might receive fourpence per share, in full and final distribution of the assets of this concern." It is, however, to me quite inexplicable how (if, on the 2d November last, when this company was dissolved, there was, according to the secretary's report, a balance of 100l. 15s. 11d., clear of all liabilities, in the hands of the directors, exclusive of the value of the materials, then estimated worth 400l. or 500l., and since sold for more money), the dividend over 9000 shares should now be but fourpence per share, producing just 150l., an amount within 50l. of the money in hand before the materials were attempted to be converted. There must, surely, be some gross error in such calculation, or it is that the purchasers of these materials, like the thirty-shareholder, do not choose to pay for them, since they cannot realise a profit by their re-sale?

I have indeed heard reports of the mode in which the directors intend to wind up their trust; but knowing, as I do know, the rise, progress, and consummation of this project, I will not believe it possible that men, who the world has hitherto given credit for honest intentions, will so far forget themselves as to imagine that their scheme can succeed, or that any one shareholder shall be found so besotted as to touch the miserable groat! Who can have recommended to the directors so dangerous an experiment? Certainly no real friend, but some foul fiend must have counselled a measure, which must fail.

I should, perhaps, rejoice at the coming opportunity of demonstrating to the entire conviction of the deluded shareholders the truth of what I, at the very inception of the scheme, denounced "false and fraudulent;" but I would, for the sake of all, hope that such opportunity shall not be afforded me, and will conclude, just whispering in the ear of the party most interested in the admonition, "*Docere fas est hoste*," by subscribing, as before,

Old Broad-street, June 27.

SCRUTATOR.

[The language of our correspondent is stronger than we approve; since, however, no explanation or refutation has yet been elicited in answer to the remarks which have appeared in our Journal, we feel bound to insert his letter.—Ed. M. J.]

THE IRON TRADE IN LANARKSHIRE.

Of the many useful and important advances which have lately taken place in the manufactures of the county of Lanark, none have been more remarkable than that of the iron manufacture, which, in connexion with the cotton trade, promises at no very distant period, to raise the west of Scotland to a higher state of prosperity than it has ever yet attained. Cotton, coal, and iron, are three of the staple trades of the city of Glasgow; and, with a river navigable to the centre of the city, and a port connected, by means of canals and railways, with the interior of the country, abounding in rich and almost inexhaustible mineral products, it is difficult to foretell, or even in imagination to set bounds, to the increase in size, wealth, and importance of a city so happily situated.

We have been led to make these remarks by hearing that it is in contemplation to erect another in addition to the numerous iron works already in operation in the neighbourhood of Coatbridge, which will be the seventh work of the kind in the western district of Lanarkshire. This work is to be situated in the lands of Carnbroe, near the Wishaw and Coltness Railway; and, if not already commenced it is about to be so, for, according to our informant, the proprietors, Messrs. Allison, Cunningham, and Merry, accompanied by Mr. Robson, civil engineer, were lately seen upon the ground, busily engaged in laying down the position of the blast furnaces, and tracing out the roads and railways leading thereto.

The number of furnaces at present in operation are as follows:—

Gartsherrie..... 7
Calder..... 5
Monkland..... 5
Dundym..... 4, and two new ones building.
Summerlee..... 2, do. do.
Clyde..... 4—27 in all.

Each of these furnaces produces from thirteen to fourteen tons of pig iron per day, or about 132,862 tons per annum in all, and it appears there is ample demand in the market for an additional supply.—*Chronicle.*

DREADFUL COLLIERY ACCIDENT.—TEN LIVES LOST.—A melancholy destruction of human life occurred at the Woodhead Colliery, near Cheshire, the property of John Leigh, Esq., on Saturday morning last. About six o'clock on that morning two of the miners, John Harrison and George Oliver, went down the pit with the intention of working. They had not been long down when an alarm was given for the chain to be drawn up, which was immediately done, and the two men ascended in a corrie. On reaching the top Oliver called out for the wagon to be put over the pit's mouth, which was no sooner done than Harrison, who had been held by the arm by Oliver, fell senseless on the wagon. Oliver then gave the melancholy information that there was damp in the pit, and he believed a number of the men were suffocated. Means were immediately used to remove the damp, and some of the men went down shortly afterwards in order to rescue, if possible, the sufferers, but of eleven men that were in the pit only one was found alive, the remaining ten unfortunate persons being all suffocated. The man who had so narrow an escape was named James Clarke. When found, he was lying down insensible, and it was not until several hours had elapsed that he properly recovered his recollection. The man stated that about four o'clock in the morning of Saturday, he was working near to Samuel Salt, one of the men who perished, when they perceived themselves much affected by the damp; and they tried to get to the bottom of the pit, but they did not succeed. He (Clarke) laid himself down and fanned himself with his jacket, to which he attributed his preservation. He continued to do so as long as he could, and eventually he became insensible. Samuel Salt was found about fifteen yards from Clarke, and quite dead. An inquest was held on Monday, at the Royal Oak Inn, Cheshire. The verdict was in accordance with the facts now stated.—*Staffordshire Advertiser.*

AN ACCURATE ESTIMATE.—The estimated cost of the Kilsby tunnel, on the London and Birmingham Railway, was 70,000l., the actual cost was 350,000l.; being a slight increase of 280,000l., or just five times as much as was originally contemplated!—*Herald.*

OXFORD AND GREAT WESTERN RAILWAY.—In the course of the proceedings of the committee on this bill, on Monday last, Mr. Brunel was called, and went into several particulars to show the importance and value of the railroad. He made his first survey of the branch line towards the end of 1835. The company was formed early in 1836. His instructions, as civil engineer of the company, were to adopt what he might consider the best line, that line being the one of last year's bill. Some objections having been taken to that line in one or two places, he had now altered it. He was restricted, however, in consequence of the standing orders of the house, from going into a longer curve than the one he had made. The Oxford terminus of both lines was the same. The funds of the former subscription of last year were exhausted. The whole length of the line, from the Great Western Railway to Oxford, was fifty-two miles. The Great Western road was now completed as far as Maidenhead, and works were carried on beyond that place; indeed, considerable progress was already made. The gradients as far as Didcot were very favourable for constructing the railway. The heavier works on the Bristol line had been advanced a good deal. The Box tunnel was in progress—the excavation having been commenced some time. He was then examined at some length respecting the line of road in question, with regard to its expense, its gradients, and other engineering topics. The terminus at Oxford, he said, would not interfere at all with the ornamental grounds of the colleges; indeed, it would be several feet below the level, as many as nine feet. He was next examined on the subject of crossing turnpike roads, and passing through the village of Ilfley; then as to the crossing the river Isis; in the course of which he stated that no injury would be done to any parties by the construction of the road in question. After an extended examination of other witnesses, the committee adjourned.

—On the following day Sir C. Wetherell addressed their lordships at considerable length on behalf of the University, when the committee again adjourned.—On Thursday, after examining many witnesses, their lordships came to the conclusion, that the preamble of the bill had not been proved. The bill is consequently lost.

DALKEITH RAILWAY.—We have been informed that the Lords of the Treasury have authorised the Board of Stamps and Taxes to remit the tax upon common waggon, which we alluded to some weeks ago as being levied upon these vehicles. The fare for these waggons will therefore remain as formerly.—*Edinburgh Chronicle.*

BORDEAUX AND LANGON RAILWAY.—The bill for the execution of this railroad was set aside for the session, owing to some opposition formed by the citizens of Bordeaux.—*Morning Post.*

RAILWAYS.—In 1801 the first Act of Parliament passed for the construction of a public railway. Since that time nearly 200 have followed it; and among these enterprises are three, of which alone the estimated cost—and they are expected to be finished during the present season, amounts to about nine millions sterling!—*Quarterly Review.*

METEOROLOGICAL JOURNAL, 1838.

June	Thermometer	Barometer	July	Thermometer	Barometer
Thursd. 28	from 54 to 66	29.94 to 29.93	Monday 2	57 to 72	29.54 to 29.96
Friday 29	51 to 64	29.92 to 29.91	Tuesday 3	56 to 65	29.98 to 30.00
Saturd. 30	46 to 65	29.90 to 29.83	Wednesd. 4	53 to 68	30.04 to 30.05
Sunday 1	52 to 67	29.83 to 29.88			

Except the 29th and 30th ult. and afternoon of the 4th instant, generally cloudy, with frequent and heavy showers of rain; distant thunder on the afternoon of the 29th.
Rain fallen 1 inch and 9/16ths of an inch.
Edmonton. CHARLES HENRY ADAMS.

PURCHASES OF COPPER ORES AT SWANSEA, JUNE 27.

Purchasers.	Mines.	Tons.	Total.	Price.	Amount.	Total Amount.
1. FREEMAN & CO.	Simnea Dylluan .. Dryswood	194 35	54	7 14 6 7 1 6	150 3 0 275 18 6	426 1 6
2. P. GREEN, FELL & SONS	Valparaiso	51	20 6 6	153 17 6	929 9 6	
	Cronebane	104	17 18 6	197 15 0		
	Ballymurtagh	41	2 18 0	30 9 0		
	Chili	15	2 5 0	92 5 0		
	Connorrois	54	4 1 0	218 14 0		
	Ballygahan	53	3 14 0	196 2 0		
	Llanberris	19	3 14 0	76 6 0		
	Chili	24	4 8 0	105 12 0		
		2	13 7 6	26 15 0		
3. S. SING, WILLIAMS, & CO.	Valparaiso	7	41 18 6	293 9 6		5420 10 0
	Cobre	35	19 12 6	686 17 6		
	Valparaiso	87	16 6 6	1420 5 6		
	Llandidno	86	20 16 6	1790 19 0		
		39	2 8 0	93 12 0		
4. VIVIAN & SONS.	Chili	100	17 14 0	1770 0 0		4285 3 6
	Knockmahon	45	17 5 6	777 7 6		
	Simnea Dylluan	124	8 7 6	489 18 9		
	Chili	194	7 14 0	150 3 0		
		1	.....	13 7 6		
5. WILLIAMS & CO.	Allihies	104	10 0 6	1042 12 0		4208 6 9
	Chili	78	10 7 6	809 5 0		
	Knockmahon	76	13 9 6	296 2 0		
	Chili	79	8 16 0	642 8 0		
	Chili	48	10 7 6	498 0 0		
	Chili	42	8 14 6	366 9 0		
	Chili	45	17 5 6	777 7 6		
	Chili	51	17 3 0	874 13 0		
	Chili	18	32 16 0	590 8 0		
	Chili	44	19 9 6	856 18 0		
	Chili	32	24 8 0	780 16 0		
	Chili	44	17 9 6	768 18 0		
	Chili	58	8 7 6	459 18 9		
	Cronebane	120	5 1 0	606 0 0		
	Dundane	35	5 2 0	178 10 0		
	Tigrony	103	2 18 0	30 9 0		
	Ballymurtagh	35	2 11 6	90 2 6		
	Chili	45	4 15 0	213 15 0		
	Cobre	18	3 12 6	65 5 0		
	Chili	96	23 11 6	2027 9 0		
	Chili	71	23 8 6	1661 8 0		
	Chili	7	33 11 6	235 0 6		
	Llandidno	68	11 10 0	782 0 0		
	Chili	61	10 10 6	642 0 6		
6. BENSON, & CO.	West Carberry	42	5 5 0	220 10 0		15825 14 9
		42				220 10 0
		2310				30886 6 6

SALE OF COPPER ORES AT OAMBORNE.

Sampled June 20, and sold at Tyack's Hotel, Camborne, July 5.

*On account of the late hour at which this morning's post was received, we are only able to give the totals of some of our usual tabular matter.

TOTAL PRODUCE.					
Consolidated	946	£6005 8 6	Dolcoath	262	£1197 10 0
North Roskear	784	4087 12 6	South Towan	228	1185 10 0
South Roskear	428	1795 14 6	Wheal Lydia	187	620 1 6
Wheal Chance	384	2065 1 0	South Wh. Bassett	150	569 11 0
Wheal Gerry	375	1913 19 0	East Pool	80	556 0 0
Fowey Consols	375	1913 19 0	Wheal Vyrnau	52	166 0 0
East Wh. Croft	375	1913 19 0	Wheal Harriet	15	27 0 0
Longclose	375	1913 19 0	Wheal Sparrow	13	61 8 6
Dundance	362	1722 11 6	Peddol Pool	5	31 0 0
United Hills	362	1722 11 6			

Average standard, 1104. 12s.—Average produce, 74.—Average price, 51. 2s. 6d.—Quantity of ore, 4261.—Quantity of fine copper, 304 tons 18 cwt.—Amount of money, 22,004. 8s. 6d.—Average standard of last sale, 1065. 11s.—Produce, 74.

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth. Mines and Parcels.—Carn Brea Mines, 817; Wheal Friendship, Wheal Prosper, 8c., 441; Fowey Consols, 363; Tresavean, 312; Marazion Mines, 306; Wheal Buller and Wheal Beauchamp, 289; Relistian, 244; Providence Mines, 230; Wheal Busy, 160; Treavas, 154; Levant, 153; Wheal Speed, 147; Wheal Charlotte, 122; Wheal Providence, 115; Wheal Harmony, 97; Wheal Treawith, 81; Treavass, 33; Wheal Mary, 27.—Total, 4091.

Copper ore for sale on Thursday week, at Pearce's Hotel, Truro. Mines and Parcels.—Tresavean, 830; Wheal Jewel, 575; Fowey Consols, 375; Wheal Unity Wood, 324; Hallenbeagle, 288; Carharrack and Wheal Maiden, 225; Poldice, 212; Cook's Kitchen, 114; Wheal Vor, 95; Sydney Cove, 93; Great Work, 54; Wheal Tolgus, at Portreath, 31.—Total, 3215.

SALE OF COPPER ORES AT SWANSEA.

Copper ores for sale July the 11th.—Knockmahon 140, ditto 130, ditto 101, ditto 67, ditto 21, ditto 13.—Chili 29, ditto 26, ditto 21, ditto 22, ditto 20, ditto 19, ditto 76, ditto 52, ditto 83.—Cobre 68, ditto 67, ditto 51, ditto 44, ditto 26, ditto 10.—Tigrony 90, ditto 78, ditto 76.—Ballymurtagh 72, ditto 53, ditto 35.—Allihies 99, ditto 53.—Connorrois 44, ditto 31, ditto 14, ditto 5.—Margarin 32, ditto 25, ditto 22.—Ballygahan 44, ditto 35.—Llandidno New Mine 35, ditto 23.—Syrgan 28.—Capiago 27.—Total, 2012.

PURCHASES OF COPPER ORES AT TRURO.

JUNE 27.

Purchasers.	Mines.	Tons.	Total.	Price.	Amount.	Total Amount.
MINES ROYAL	Consolidated Mines	324	5 15 6	186 14 6		
1. —	.....	92	6 13 6	614 2 0		
2. —	.....	62	7 9 6	463 9 0		
3. —	.....	60	6 7 6	382 10 0		
4. —	.....	57	7 12 6	434 12 6		
2. VIVIAN AND SONS.	Gt. St. George	80	2 11 0	204 0 0		2081 8 0
	Fowey Consols	108	4 7 0	469 16 0		
	Bazeley's Ore	90	1 19 0	175 10 0		
3. FREEMAN & CO.	Consolidated Mines	324	5 15 6	186 14 6		849 6 0
	.....	76	10 9 0	832 4 0		
	.....	26	6 9 0	167 14 0		
	United Mines	114	5 11 6	635 11 0		
	.....	98	7 3 6	703 3 0		
	.....	68	7 6 0	496 8 0		
	Fowey Consols	39	6 13 0	239 7 0		
4. GREENFELL and Co.	Consolidated Mines	324	5 15 6	186 14 6		3281 1 6
	.....	45	3 12 0	162 0 0		
	.....	26	6 9 0	167 14 0		
	.....	97	5 6 6	516 10 0		
	.....	90	4 5 0	382 10 0		
	Gt. St. George	49	6 6 0	308 14 0		
	Fowey Consols	65	12 10 0	812 10 0		
	.....	83	4 15 6	396 6 6		
5. CROWN COPPER CO.	Consolidated Mines	77	9 16 6	756 19 6		2932 19 6
	.....	56	6 19 6	390 12 0		
	North Downs	57	5 3 6	294 19 6		
6. SING, WILLIAMS, & CO.	Consolidated Mines	45	3 12 0	162 0 0		1442 2 0
	.....	83	5 5 0	435 15 0		
	.....	61	5 1 0	308 1 0		
	United	474	5 7 6	255 6 3		
	.....	82	4 6 0	352 12 0		
	.....	23	2 17 6	66 2 6		
	Great St. George	69	3 0 0	207 0 0		
	.....	54	1 11 6	85 1 0		
	Coad's Ore	20	1 12 0	32 0 0		
7. WILLIAMS, FOSTER & CO.	United	474	5 7 6	255 6 3		1903 17 9
	Great St. George	82	5 4 0	432 12 0		
	.....	74	3 14 6	275 13 0		
	.....	70	4 16 0	336 0 0		
	.....	56	2 16 6	158 4 0		
	.....	55	9 15 6	537 12 6		
	.....	50	10 12 6	531 5 0		
	.....	40	4 0 6	161 0 0		
8. VIGORS	United	92	6 6 6	581 18 0		2755 15 3
	Fowey Consols	90	5 6 6	479 5 0		
	.....	39	6 13 0	239 7 0		
		221				1320 10 0
		2915				16567 0 0

PRICES OF SHARES AT LIVERPOOL.</

THE MINING JOURNAL

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS.

	Saturday	Sunday	Tuesday	Wednesday	Thursday	Friday
BANK STOCK, 8 per Cent.	205 1/2	205 1/2	205 1/2	205 1/2	205 1/2	205 1/2
5 per Cent. Red. Ann.	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
3 per Cent. Consols	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
3 1/2 per Cent. Red. Ann.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
3 1/2 per Cent. Consols	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
New 3 1/2 per Cent. Ann.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Long Ann.	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2
Ann. for 30 Years	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2
India Stock, 10 1/2 per Cent.	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
South Sea Stock, 3 1/2 per Cent.	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2
Ditto Old Ann. 3 per Cent.	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2
Ditto New Ann. 3 per Cent.	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2
India Bonds, 4 per Cent.	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2
Exchequer Bills, 2 1/2 per Cent.	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2
Ditto	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2
Ditto	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2
3 p. Cent. Cons. for Op. July 17	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
India Stock for Op. July 12	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
Bank Stock for Ac. July 12	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2

BANK OF ENGLAND—TRANSFER BOOKS.

	Tuesday, June 5	Tuesday, July 17, 1838.
3 per Cent. Consols	101 1/2	101 1/2
3 1/2 per Cent. Red. Ann.	102 1/2	102 1/2
3 1/2 per Cent. Consols	101 1/2	101 1/2
New 3 1/2 per Cent. Ann.	102 1/2	102 1/2
Ann. for terms of Years	15 1/2	15 1/2
South Sea Stock	72 1/2	72 1/2
3 per Cent. 1751	72 1/2	72 1/2
East India Stock	25 1/2	25 1/2

FOREIGN STOCKS.

	Saturday	Sunday	Tuesday	Wednesday	Thursday	Friday
Austrian, 5 per Cent.	107	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Belgian, 5 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Brazilian	80	80	80	80	80	80
Ditto, 1829	80	80	80	80	80	80
Buenos Ayres, 5 per Cent.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Cuba, 6 per Cent.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Chilian, 6 per Cent.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Colombian, 6 per Cent.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Ditto, 1824	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Danish, 3 per Cent.	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2
Greek, 5 per Cent.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Ditto, 1825, 5 per Cent.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Mexican, 5 per Cent.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Ditto, deferred	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Ditto, 1825, 6 per Cent.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Neapolitan, 5 per Cent.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Peruvian, 6 per Cent.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Portuguese, 5 per Cent.	70	71	71 1/2	71 1/2	71 1/2	71 1/2
Ditto, New 5 per Cent.	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
Ditto, 3 per Cent.	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
Russian, 4 per Cent.	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Russian, 1822, 5 per Cent.	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Spanish, 5 per Cent. Consols	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Ditto, passive	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Ditto, deferred	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Dutch, 2 1/2 per Cent.	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2
Ditto, 3 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto, New, 1837	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2

FRENCH FUNDS.

	June 28	June 29	July 2	July 3	July 4	June 30	July 5
5 per Cent. Ann.	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
EX. on Lond. 1 n.h.	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
ditto 3 mths.	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
4 1/2 per Cent. Ann.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Exchange	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
4 per Cent. Ann.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Exchange	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
3 per Cent.	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Exchange	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Bank Shares	262 1/2	245 1/2	256 1/2	260 1/2	263 1/2	263 1/2	263 1/2

IRISH FUNDS.

	July 5, 1838.
Bank Stock	200
Government Debentures 3 1/2 per Cent.	100
Ditto Stock	100
Ditto New	100
Ditto ditto, reduced	100
Consols	100
City Debentures	100
Exchequer Bills	100
Royal Canal Stock	100
Patriotic Insurance	100
P. v. in. Bank of Ireland	100
Irish Bank	100
Grand Canal Stock	100
Minister of Ireland	100
City of Dublin Steam Co.	100
Kingstown Railway	100

AMERICAN FUNDS.

	London	America
New York 5 1845	92 1/2	103 1/2
5 1846, 7	92 1/2	103 1/2
1849	92 1/2	103 1/2
Pennsylvania 1839, 40, 41	92 1/2	103 1/2
1845	92 1/2	103 1/2
1846	92 1/2	103 1/2
1847	92 1/2	103 1/2
1848	92 1/2	103 1/2
1849	92 1/2	103 1/2
1850	92 1/2	103 1/2
Maryland 6 1850	92 1/2	103 1/2
Ohio 6 1850	92 1/2	103 1/2
Mississippi 6 1850	92 1/2	103 1/2
Alabama 6 1850	92 1/2	103 1/2
Georgia 6 1850	92 1/2	103 1/2
Florida 6 1850	92 1/2	103 1/2
South Carolina 6 1850	92 1/2	103 1/2
North Carolina 6 1850	92 1/2	103 1/2
Virginia 6 1850	92 1/2	103 1/2
Delaware 6 1850	92 1/2	103 1/2
Connecticut 6 1850	92 1/2	103 1/2
Massachusetts 6 1850	92 1/2	103 1/2
Rhode Island 6 1850	92 1/2	103 1/2
New Hampshire 6 1850	92 1/2	103 1/2
Maine 6 1850	92 1/2	103 1/2
Vermont 6 1850	92 1/2	103 1/2
New York 6 1850	92 1/2	103 1/2
Massachusetts 6 1850	92 1/2	103 1/2
Rhode Island 6 1850	92 1/2	103 1/2
New Hampshire 6 1850	92 1/2	103 1/2
Maine 6 1850	92 1/2	103 1/2
Vermont 6 1850	92 1/2	103 1/2
New York 6 1850	92 1/2	103 1/2

COURSE OF EXCHANGE.

FRIDAY, July 6, 1838.						3
	Prices printed	Prices negotiated on 'Change		Prices Printed	Prices negotiated on 'Change	3
Amsterdam	12 6	12 5	12 54	Seville	36	36
Ditto at Sight	12 5	12 3	12 4	Gibraltar p. A. d.	48	60
Rotterdam	12 64	12 54	12 52	Leghorn	32	12
Antwerp	12 5	12 44	12 12	Genoa	25 5	25 90
Hamburg Mer. B.	12 124	12 18	12 18	Milan	31	10
Altona	12 124	12 18	12 18	Venice, p. 6 A. L.	46	46
Paris, 3 days' sight	25 55	25 45	25 474	Naples	382	394
Ditto	25 85	25 70	25 75	Palermo	117 oz	1174
Lisbon	25 95	25 824	25 874	Lisbon	534	52
Frankfurt on Main	154	1534	154	Oporto	534	534
Petersburg p. Ruble	10	—	—	Rio Janeiro	28	40
Berlin	7 3	—	—	Bahia	27	2
Vienna	10 16	10 12	10 13	Buenos Ayres	14	5
Trieste ditto	10 15	10 13	10 14	Calcutta	14	5
Madras	374	37	374	New York & Philad	—	12
Calcutta	37	374	374			
Alcutta	36	—	—			
Calcutta	36	—	—			